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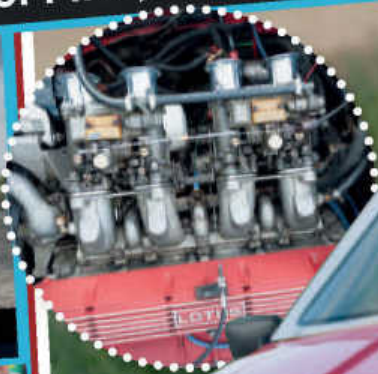
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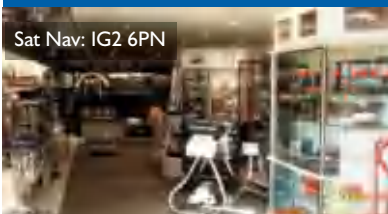
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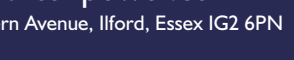
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Kelsey Media
Cudham Tithe Barn, Berrys Hill, Cudham, Kent, TN16 3AG

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WITH THANKS TO
Dan Furr, Rob Button, Jon Robinson Pratt, Jamie Arkle,
Paul Cowland, Steve McCann, Dan Sherwood,
Axel Weichert, Matt Woods, Chris Frosin

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SUBSCRIPTIONS
13 issues of Retro Cars are published per annum
UK annual subscription price: £57.20
Europe annual subscription price: £70.99
USA annual subscription price: £70.99
Rest of World annual subscription price: £77.99
UK subscription and back issue orderline: 0845 241 5159
Overseas subscription orderline: 0044 (0) 1959 543 747
Toll free USA subscription orderline: 1-888-777-0275
UK customer service team: 01959 543 747
Customer service email address: subs@kelsey.co.uk
Customer service and subscription postal address:
Retro Cars Customer Service Team
Kelsey Publishing Ltd, Cudham Tithe Barn, Berry's Hill
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Books: 0845 450 4920

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DISTRIBUTION
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PRINTING
William Gibbons & Sons Ltd

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Introduction



Well this is all a bit exciting – and not a little scary if I'm entirely honest! I've followed *Retro Cars* since its inception and narrowly missed out on sitting in the captain's chair many years ago when the mag was briefly owned by the publisher I worked for. But, as they say, good things come to those who wait, and here I am!

So who am I and what the hell am I doing here? Well, I've worked in the industry for over 18 years, beginning my career on *Revs Magazine* (remember that) before moving on to *Redline*, then *Fast Ford* and *Performance* (nee *Total*) *Vauxhall*, plus I've had a hand in many automotive titles over the intervening years.

Having worked on both single make, and multi-marque mags I know the challenges I face working on a mag such as this, but I'm also in the fortunate position to be following in John-Joe's footsteps. He's built the mag up to where it is today, so fear not, I'm not about to radically alter

the content, or start featuring supercharged canal barges or lowered tractors – but what I will bring to the table is my love of automotive oddities, the cool, the quirky, and the downright crazy. And this is where you guys come in – a magazine like this is nothing without you lot, so if you've got a cool car lurking in your lock-up, don't be shy, get in touch and let's see it!

In the meantime we've got a great selection of cars in this issue, with everything from a frankly insane air-bagged Lotus Elite to a properly pimp Merc SEL.

I welcome your feedback, both positive and negative so feel free to get in touch via the usual email retrocars.ed@kelsey.co.uk and I look forward to meeting many of you at shows and events over the forthcoming year.

Enjoy the mag!

Don

the team...



Dan White, Editor



John-Joe Vollans, Managing Editor



Paul Sander, Designer

Retro Cars is now available digitally to download! See: www.pocketmags.com



NEXT ISSUE ON SALE: DECEMBER 18th 2015

FEATURES

006 FORD ESCORT 1600 SPORT

When Mark Cookman bought his Escort way back in 1988 little did he know that he'd still have it in 2016! It's a stunner.

018 CITROEN DYANE

If your day to day business involves working on air-cooled VWs, what are you going to own? Er... an airbagged Dyane of course!

024 MK1 GOLF GTi

When you're the son of the owner of Forge Motorsport, it figures that you're going to own something pretty tidy. Zac's Mk1 is certainly tidy, and more!

030 PEUGEOT 205GTi

Gee McDaid's exceptionally clean 205 may look like a clean standard car, but delve a little deeper and it starts to get rather special.

036 HILLCLIMB CITROEN AX

Hillclimbing is massive business over in Germany, and as a result it spawns nutty cars, including this mad looking AX which revs to 9800rpm!

044 LOTUS ELITE

Largely unloved in its day, this Lotus has been totally transformed into a jaw-dropping, belly-scraping, air-bagged masterpiece.

052 MERCEDES 1001 SEL

Never heard of a 1001SEL before? Well read on to find out what the ultimate pimp-Merc is all about.

058 RALLY NOVA

If there's one thing that can be said for the little Nova, and that's that they make damn fine rally cars - Especially when they've been built by the Wilkes family.

064 THE LOCK UP

Take one 400 year old barn, add a selection of nutty cars and some die-hard automotive fans and this is the result...

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PART OF THE FAMILY

Mark Cookman has had his Mk2 Escort for 26 years and he doesn't plan on parting with it any time soon.

Words & Photos: RBPhotography





As the eighties marched on, hairstyles got better, dress sense got better and cars (it could be argued by some) got worse, as many were switching from rear-drive to front-drive platforms. If you were a young lad in the 80s, Ford's XR3 was the new must-have car and its older brothers the Mk1 and Mk2 Escort were considered old-hat and cast aside. Now this was understandably good news for people who liked the Mk2 as they were getting cheaper by the day. Plus it was also good news for people buying their first car, as inevitably they would be entering into a love affair that, for some, would never end.

There are people that had a Mk2 Escort in the 80s and moved with the times, but are now looking to re-live their youth and get in on the current boom, and there are people that fell in love with the Mk2 and were sensible enough to never part with it. Mark Cookman and his Mk2 Escort fall into the latter category.

"This Mk2 was the second car that I've ever owned," reminisces Mark. "The first was a rusty Mk2 1600 Sport that I stripped down and then scrapped. I bought this one purely because it was rust free and had a solid chassis to modify. As silly as it sounds, having a car with a working heater was important to me back then as the one in my first car didn't." Mark actually bought the Mk2, complete with

toasty-warm heater, back in 1988 when it was only ten-years old.

As you might have guessed, Mk1 and Mk2 Escorts were really cheap back then and Mark paid an incredibly modest £400 for his 1.1 Popular shell. When you think that £400 would barely buy you a pair of wings these days, it's fair to say it was a sound investment. "All of the usual rust-traps were fine, including the top mounts and wheel arches. It might sound silly, but even at ten years old these Fords were going rusty, it's actually a miracle that there are any left at all," comments Mark. "Obviously being a 70's Ford, there is always going to be something that needs attention. It has to be said that the techniques to repair that we used back then are a lot different to how they are today. There were no roll-over jigs, for instance. I had to lay on the floor with a grinder, getting all the mess in my face in order to repair it."

The most striking thing about Mark's car is the Series-X body kit. It might not be revolutionary these days, but back when Mark was 18, they were a huge departure from the Mk2 Escort's normal lines. Unlike today, Mark had no problem sourcing parts, adding "back then the parts were still relatively cheap. Looking back, the hardest part of the build on the car was fitting that bodykit. There were endless hours of filling and sanding to get it to look right. I was only 18 and know

a lot more about such things now as I work in a car bodyshop, but I still say I'd never fit another one – It was just too much work. The X-pack requires you to cut the arches off and then bond and rivet it all together. It's not for the faint-hearted. These days Mk2 body shells are so expensive, but back then if I'd messed up I could have just gone out and bought another car."

The majority of the work on the Mk2 was undertaken by Mark and his brother-in-law, either on the drive or by the side of the road (and as such, despite having bought it in 1988, it didn't actually see road use until 1991). "We were, nonetheless, proud of our efforts. Mechanical upgrades like 2.8i Capri brakes were the done thing back then. It was just a case of heading to the breakers yard then back home for a lick of paint," Mark recalls. "I'm sure that the brake and suspension upgrades these days are far superior, but they are also a lot more costly. But I'm happy with my set-up, it's more than adequate."

"Over the years I've basically done jobs and upgrades as and when they've needed doing. I'm sure I've spent thousands in the time that I've had it, but I've never had the cash sitting around to justify one of these £30k rebuilds, as nice as they are."

Classic cars have a habit of being able to spiral out of control and drain your finances at the drop of a hat, and Mark's Escort is no

"Obviously being a 70's Ford, there is always going to be something that needs attention!"



It may not have huge amounts of power, but the trusty Crossflow is the perfect engine to power this cool Escort



When Mark first bought his Escort it cost him just £400! You'd be lucky to get a couple of panels for that price these days!

exception to that. The 1600 Crossflow had glazed its bores and so he took it out for a rebuild, before he knew it he was in to a £4500 rebuild. "It was a case of 'while it's apart, you might as well change this and that' but with the benefit of hindsight the money would have been better spent not rebuilding the original 1600 Sport engine stolen from that rotten shell back in 1988, but to fit a contemporary engine that would make more power in the first place. But hey, that engine and I have been through a lot together, so I couldn't just bail on it. Having said that, keeping on top of the little jobs is, for me, part

of the fun of owning an old car. Especially when you manage to sneak in a cheeky upgrade along the way."

These cheeky upgrades can be something as simple as changing the stripes. To you or I, it's a mere formality, but for someone like Mark who has owned the car for so long, it's a big change and very satisfying – it's part of the evolution.

The Escort is etched into Mark's history, it's more than just a car, it has been with him through the highs and lows in his life and that's probably why it'll be one of the very last things that he parts with in. "I've really

enjoyed my Escort, and that's probably part of the reason why I've kept it for all these years," says Mark. "It's just part of the family I guess. When you go out for a drive, people love it too – Waving and flashing you as if you are in some super car, not an old family saloon. I love that when I haven't seen a friend for a long time, one of the first things I'm asked is: 'Have you still got that old Ford Escort?' I reply: 'Of course I have!'" And we've absolutely no doubt that asking the same question in another 20 years will elicit the same response. Some cars are just meant to be kept! *RC*

specification

ENGINE: Ford 1700 Crossflow, Stage 3 unleaded head, double valve springs, Kent 234 cam, pistons machined to suit, ARP bolts, Twin 40 DCOE carburettors, Peco inlet manifold, Facet silver top fuel pump, Constant energy electronic ignition, Magnecor leads, Ashley exhaust, Samco hoses, Rat Sport ally catch tank

TRANSMISSION: Type 2 gearbox with adapted quick shift gear lever, Single piece prop, English axle, Quaife LSD 3.5 ratio

SUSPENSION: 2.8 Capri Bilstein front legs with 2in lowered springs, Group 4 fabrications spherical top mounts, Twin Cam anti roll bar, 2.5 turn quick steering rack, uprated rear leaf springs, adjustable Spax, 1in lowering blocks, anti tramp bars, Superflex polybushes all round

BRAKES: M16 calipers, vented discs, 9in rear drums, RS2000 brake servo, braided hoses.

WHEELS & TYRES: Genuine Ford Ronal 7.5x13in deep

dish RS four spokes, 235/50x13 rear, 215/40x13 (front) BF Goodridge comp T/A tyres

EXTERIOR: 1978 1.1 Popular shell, Ford flat front, X-Pack bodykit, Diamond White ICI two pack solid paint, Bespoke Series X logo (designed by Mark) incorporated into 1600 Sport graphics.

INTERIOR: Full RS2000 custom interior including original fishnet Recaro seats retrimmed in new Beta cloth, original rear seat, half roll cage, white Cosworth-style dials in binnacle (fitted in the 90s!), new headlining, original carpet, period radio without cassette.

THANKS: Huge thanks goes out to my family, brother in law Chris Clegg, Dawn, Mark Cobley, Adam Hughes, Val at the Grove Group, Surrey Signs, Peter at Sanspeed, Grant Walker, Premier Wheels, the late Peter and his wife Geraldine @ the Sporting Escorts Owners Club - contacts@seoc.co.uk

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Over time we've become accustomed to that crazy rear wing, and the performance figures have since been eclipsed by the current crop of super hatches – but in the mid 80s it was nothing short of staggering. If your pockets were deep enough back then (£19,950, compared to the regular Cosworth's £15,950 price tag) you could bag yourself a car that was as near to a road going BTCC racer as it was possible to buy. And if you did shell out just shy of £20k in 1987 for a 224bhp RS500 – and held on to it – your humble Sierra would now be worth a ridiculous amount, with mint examples fetching upwards of £70-80K!

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LYDDEN HILL ROW

The historic home of British rallycross has come under fire from countryside campaigners after it revealed plans for expansion.

Friendly circuit' Lydden Hill has applied for planning permission to improve its facilities; having built a new control tower for the arrival of the FIA World Rallycross Championship (World RX) last year, it now wants to upgrade its hospitality and spectator grandstands, parking areas and outbuildings. The Kent track experienced record attendance levels earlier in May when World RX returned for a second leg – with Petter Solberg and legendary driver Will Gollop in attendance, nearly 15,000 spectators came through the door. "It wasn't just the size of the crowds that wowed us but the incredible atmosphere they created – it was real theatre. It made me so proud not only to see so many people having such a fantastic time at Lydden, but also to see just how my sport of rallycross has exploded in the last couple of years since the arrival of a proper World Championship," said venue owner Pat Doran.

Lydden has come a long way since its rough and ready beginnings in 1955: back then, it was used primarily for stock car and grass track racing. Ten years later, then-owner Bill Chesson had a road circuit built to cater for the growing sport of rallycross, hosting its first televised round of the championship in 1967. The venue quickly gained an enviable reputation in the south-west: 'In catering for motor racing, rallycross, car tests, motor cycle and road racing, motor cycle scrambling, motor cycle speedway, kart racing and cycle racing Lydden is the



most versatile track in the country,' wrote motorsport author Peter Carrick in 1971.

Forty-four years later, anticipating even greater footfall, Lydden wants to grow further, earning it brickbats from the Campaign to Protect Rural England's (CPRE's) Kent branch. "[Lydden's] development is not sustainable because of its sensitive and isolated rural location – noise and traffic nuisance would be detrimental to the tranquillity of the countryside and amenities enjoyed by the local community," CPRE planner Jillian Barr told Kent News.

Circuit spokesmen argue Lydden's latest plans safeguard its future: "We don't want the circuit to swing in the balance or allow it to become another lorry park. We are hoping our friends and the local community will get behind us and support our plans going forward by sending votes, letters and positive feedback to the powers that be," they added.

Ultimately, planning permission approval rests in the hands of Dover District Council; as a long established motor racing venue, a happy medium has to be sought in the near future.



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Christmas is all about tradition and you really can't get more traditional than this beautifully made wood-rimmed Moto-Lita steering wheel. The Mark Three wheels (pictured) were the very first Moto-Lita range of wheels to be manufactured at its Surrey factory in 1957 and they were supplied to numerous classic British car manufacturers of that period, including AC, Cooper, Healey, Jensen, MG and TVR to name just a few. The great thing, of course, is that you can now bring a touch of that classic British tradition to your own classic – because all you need is a suitable boss to make it fit. Regardless of era, with your hands on one of these wheels it will make any drive that bit more special.

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Top left: Niki Lauda roared to victory in the Formula One championship with a huge lead over his nearest rival. Lauda, who was piloting the Ferrari 312T often refers to 1975 as "the unbelievable year" Left: Launched the previous year the Giorgetto Giugiaro penned Mk1 Golf was about to spawn a legend. The GTI was released at the Frankfurt Motorshow to an unsuspecting public. Little did VW, or anyone else for that matter, realise just what they'd started! An icon was born. Above: Der dum, der dum der dum – JAWS is released in cinemas, goes on to become massive hit, and swimming in the sea is never quite the same again. Above right: One of the many 'badge-engineering' oddities created by an increasingly desperate BL was announced – the 18-22 Series. Austin, Morris, and Wolseley variants were also available and it subsequently became known as the Princess. Interestingly it was never actually known as the Austin Princess in the UK market.

1975

Right in the heart of the 70s, when flares reached their peak, and the Bic Razor was released to the hirsute public we take a look at what else was going on...

Right: The Soviet manned space mission Soyuz 18a is launched, and it goes tits up very quickly! A malfunction with the booster rockets results in a large explosion and the cosmonauts being dragged out of the capsule, amazingly, they both survived. Far right: Intended to replace the ageing (but still cool) '02 models the awesome E21 BMW was released. The car's short three year lifespan led onto the now-legendary E30. Bottom right: If you were a kid and watched telly in 1975 then you will undoubtedly have watched the Wombles. The scavenging puppets inhabited Wimbledon Common and made use of things others left behind. These days we'd call it stealing! Far bottom right: The first ever Bigfoot monster truck begins to be assembled by its creator Bob Chandler.



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NO PARKING



'Dyane-other Day'

Ben Lewis has drawn on his decades spent in the UK's massive VW scene to create this, surely one of the most unique Citroens anywhere in the world...

Words: Jarkle Photos: Jon Robinson Pratt



Never underestimate the amazing power of nostalgia when it comes to messing about with cars. Nostalgia can trump pretty much any form of logic and any sense of reality, it'll quite readily leave you broke, surrounded by a rusty and partially disassembled classic, and all with a pair of rose tinted specs firmly attached to your melon! Of course nostalgia can also be a good thing; it drives projects forward and provides the impetus needed to see past your potential project's shortcomings and, in many cases, rampant rot spots. What we're trying to say is that despite its seemingly benign nature, nostalgia is a powerful force and not something to be underestimated.

Nostalgia is at the very heart of this Citroen Dyane build and it's all thanks to its owner Ben Lewis's formative experiences with these cars and air-cooled Citroens in general.

"My dad only bought 2CVs and older French stuff when we were growing up so that was a big factor, plus I've always loved the shape of the Dyane and thought they had a lot of untapped potential."

It's probably worth pointing out at this point that Ben's daily business involves the modification and restoration of old school air-cooled VWs, something that's left him with an enviable skill set and well placed to tackle something like the Dyane.

The car itself was bought back in 2011 after Ben spotted it parked up in rural Cornwall, the gallic hatch having been purchased and used as a second car by the owners of a large Citroen dealership up in Bristol. As such it'd covered minimal mileage and seemed to represent the perfect project opportunity.

"The steel on these is only .6mm thick in places, so of course they like to rot, though being an '81 car mine is slightly less susceptible to it than the early ones," explains Ben. "Welding metal that thin is also a bit of a challenge – you can really only really spot weld it, otherwise you burn right through the steel in no time at all."

A sensible sum was duly offered, considered and accepted, and within days Ben had his latest purchase home, ready for a session of welding and basic re-commissioning. Despite the thinness of the steel and the car's propensity for rot, it was actually in fairly rude health, only needing minimal MIG-work and some general TLC to get its first MoT in years. Ben then wasted no time in pressing it into active service as a daily driver, a task it performed faultlessly for two years.

Now from the start Ben was very clear about what he wanted to do with the car. He was always going to draw on the VW scene, particularly its late 80s and early 90s heyday, and knew he wanted to incorporate his love of old custom car magazines from the same

period. Not only would this enable Ben to utilise the exact same skills he needs on a daily basis at work, it'd open up a whole raft of one-off, custom opportunities, an important point when building a car like this with little to no parts support 'off-the-shelf'. Custom car touches were the order of the day then, starting with the car's most obvious deviation from factory Citroen fare, that massively lowered ride height.

"The whole car has been body channeled and lowered by 9cm all round, something I've always wanted to do to a car like this," explains Ben with a grin. "Of course doing this offered up its own set of challenges, namely getting everything else on the car to sit correctly at its new height and location."

The whole process must've been fairly galling, particularly as in Ben's own words 'the whole body wobbled around like a jelly' once it was separated from the chassis. Everything was made even more complex by the need to modify the suspension to suit its new geometry, and though the original uprights are still in situ, everything else has had to be modified or otherwise altered to fit within the confines of the Dyane shell. It's also worth remembering that every action has a reaction, so for every component Ben re-worked or re-designed, another corresponding part had to be modified to fit with it. This knock-on effect has led to pretty much the

"The whole car has been body channeled and lowered by 9cm all round, something I've always wanted to do to a car like this"





It's fair to say that Citroëns of this era redefined 'quirky'



The Dyane is often overlooked in favour of its older sibling, but there's something achingly cool about a well modified Dyane



Rusty on top, rock solid underneath



The engineering required to get the car this low is nothing short of staggering



It's not about the power, it's
about the charm, and there's
no shortage of that here



whole suspension and chassis layout being tweaked in some way or another, with the rear suspension arms having had to be chopped and re-welded for extra camber, and the front end and corresponding driveshafts and tie-rods narrowed by a hefty 5in.

"I'm a big believer in dry builds and had the whole car built up on its original chassis, including the engine and suspension," Ben explains. "Once I knew everything fitted as it should I took it apart and bought a brand new chassis from France, one of the few Dyane bits it's still easy to purchase off-the-peg."

The decision to utilise a brand new chassis was certainly a smart one as it allowed Ben to build upwards in confidence, secure in the knowledge that the basic underpinnings of his car were totally rot free and about as solid as possible. It also allowed him to perfect the car's ride height. Yes the body drop meant that it could physically run at a significantly reduced altitude, but getting it to that level still required a suitable suspension setup. In the end Ben turned to a DIY air ride kit, buying the parts from a certain well-known online auction site and setting about making it work on the Dyane. A custom frame for the air shocks, battery, air tank and compressors was made and mounted in the rear, with a similar frame doing the same job 'up front.'

Ben wasn't quite out of the woods yet, and that 9cm drop in height meant many of the

engine ancillaries had to be extensively modified in order to fit. In its original, factory-fitted position the alternator clouted the bonnet, so of course the mount had to be extensively modified, along with the shift rod on the gearbox, the handbrake and the oil cooler, the latter having to be re-located to a less 'busy' area of the engine bay. Like pretty much every area of this build, the under bonnet space is now a masterclass in careful packaging and making the most of what little room you have available.

So what now? Well Ben has no plans on painting the Dyane anytime soon, reasoning that the patina it now sports is all original, hard won and part of the car's unique history. Indeed the only 'new' panels on the car are the front valance and one wing, everything else has been on the Dyane from the moment it puffed off the line way back in 1981, and that's a fairly impressive achievement when the thinness of that steel is taken into account. This is one of those projects that rewards those who take the time to really stop and examine it, and if you do then you'll be rewarded with countless clever touches, deviations from standard spec and old school custom work. It doesn't matter one iota that the stock engine is about as far from a powerhouse as it's possible to get, this is a car that's all about cruising around while looking cool as hell, and it's all down to that pang of nostalgia that Ben first felt when he clapped eyes on the car four years ago. We told you it was powerful stuff. *RC*

ENGINE: Rebuilt stock 602cc air-cooled flat two with single carb with custom air box, stock exhaust manifold and system, various ancillaries re-located to fit under bonnet

TRANSMISSION AND STEERING: Stock four-speed gearbox, cut down shift rod, modified steering column with x2 UJs to maintain alignment

SUSPENSION AND CHASSIS: Body channeled and dropped 9cm all round, brand new chassis and x2 floor pans, custom bulkhead and boot floor, front and rear suspension arms cut to give greater negative camber, front suspension and driveshafts narrowed 5inches, tie-rods extended to work with reduced ride height, custom front and rear frames to mount air shocks, tanks and compressors, stock uprights still in situ

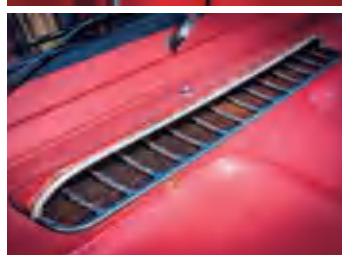
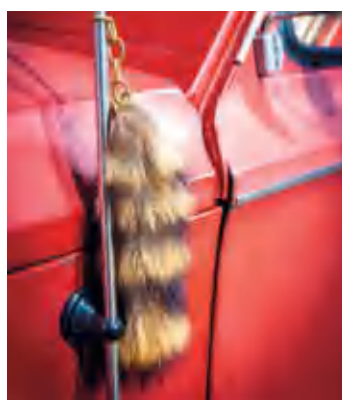
BRAKES: Stock disc and drum arrangement

WHEELS AND TYRES: Stock 15in steel wheels all round, 115/70x15 space savers (front) and 124/80x15 (rear)

INTERIOR: Complete Dyane interior with seats cut down and re-mounted to accommodate 9cm drop, seat belt mounts re-located and re-mounted

EXTERIOR: 1981 Citroen Dyane shell with patina and panels in various colours and shades, underbody extensively protected with Raptor bed liner, all fixings and fittings painted in yellow as per factory

specification





don't know about you, but my first car didn't look anything as good as this. It was from the right factory though; a '72 Beetle from Wolfsburg, but as for the condition and execution, it was as you would expect for a 17 year old's first hack. All there, but a little rough around the edges. Still, it got me to work, to shows and all manner of other fun activities, so it can't have been all bad. For Zac Miles however, things were to be very different. As the son of Forge Motorsport founder, Pete

Miles, Zac has been immersed in the world of high-level show cars and computer-fed machining since he was small enough to bounce on his dad's knee, so when it came to buying and fettling his first car, he had a clear vision in his head, and he was prepared to work hard to achieve it. And that's something to bear in mind as you read this tale too; don't go thinking this is a case of Daddy's boy being given the keys to the parts cupboard and company chequebook and told to knock

himself out. Nope, I have watched this build from the start, and I can tell you that every single mod has involved Zac's own money – and considerable amounts of his own blood and sweat in making it happen. The only advantage he has really had along the way is a decent sized workshop to play in and a team of very supportive people around him to lend a hand and spur him on.

The tale starts in a reassuringly familiar way. Father and son buy an old VW with a view



First timer

When your family business makes some of the finest VAG tuning parts on earth how do you bring your very first car into the world? For Forge's Zac Miles, he turned everything to '11' in a bid to carve his own mark on the show scene.

Words: Paul Cowland Photos: Nick Williams NWVT.co.uk

to junior learning the family craft over a few familial welding/bonding/cupatea moments. This particular Mk1 was bought liberally doused in orange paint and with more than enough filler generously sprinkled around each panel to cause a major re-think. It didn't take Zac long to learn his trade through, stripping off the original shoddy metalwork, along with his honorary "Polish Dad", Waldemar Pieczonka, and then steaming into a full re-fit with VW Heritage panels to get the old girl ship

shape and super-straight. While they were at it, the duo smoothed the bay; adding an inch of steel to the suspension turrets, de-seaming the chassis legs and welding over flat panels. Underneath, the legs were also notched, to allow the track rods and drive shafts to clear even with a super-low ride height. This may have been Zac's first motor, but he had eyes on air-ride from the very beginning.

With a straight-ish set of panels, and a welded and tidy bay, under Luke's watchful

eyes Zac then began to learn the black art of bodywork, carefully skimming small amounts of filler to get the Golf's flanks arrow straight, before learning how to prime and guide coat the body to get those crisp Giugiaro lines looking exactly the way the great man envisaged. As level as the Bonneville salt flats, it was then passed over to Adam Speck at Blade Garage to expertly splash on several coats of the stunning Stratos Blue that now grace the Golf's panels.



The mint shell was then ready for fitting out, with the first job being a set of massive 6-pot brakes, that use a sexy CNC caliper and a race-quality two-piece semi-floating disc and bell – measuring in at an impressive 286mm. It's probably overkill for this car really, but no-one ever got into trouble with brakes that were too good, did they? The calipers are machined from a solid aluminium 7075 high-grade billet and use heavy duty weather seals to make them a genuine road-friendly kit, even in the depths of a British winter. Discs are track-quality and utilise separate bells for optimum heat dissipation. It may be the smallest kit that Forge has ever produced, but like the diminutive Golf itself, it punches far above its weight. Out back, Zac sensibly upped the ante of the factory stoppers with Mk2 Golf stub axles, and all new parts all round. Topped off with a custom set of Hosetechnik braided lines from Forge's sister company, this was a package ready to stop a train.

The exhaust was next up, and that was down to Forge's good buddies at Scorpion to sort. A custom system and bracketry was duly fabricated by the Forge team, using component parts supplied by Scorpion,



Golf is littered with cool details such as the early-style Heritage bumpers featuring hand fabricated end caps

terminating in a wonderfully period-perfect DTM tailpipe and hung on custom bracketry.

Airlift provided the suspension, of course, with the very first kit of its kind in the UK. With plenty of thought going into the fit, Zac's Golf now has 5in of available travel to its name, meaning it can ride low for scene and show points, or crest speed-bumps without breaking a sweat. Better still, being one of Airlift's ingenious 'indexed' systems, it can be easily set a precise ride height to allow the suspension geometry to be perfected – and tyre scrub to be banished to a distant memory.

After these items of major surgery, Zac and the Forge team were able to start creating gorgeous little details. Notice the hand-fabbed bumper end caps on the new Heritage bumpers? A great example of what Forge's talented techs can knock up in a lunch-time or three for a bit of beer money – and a wonderful way to reinforce the firm's reputation for being able to make almost anything out of aluminium! Much work was done here by Zac's long suffering colleagues Luke and Rudi. While we are on the subject of neat details, did you spot the Porsche door handles and glove box lock? Or the

bonnet stay and custom Forge Golf Ball gear knob? This is a car that rewards every close inspection with a new find.

For a car that was going to be sitting millimetre-perfect, wheel choice was to be essential. Despite initially thinking about a 'sensible' set, cost wise, Zac quickly had a change of heart. "I saw a set of Rotiform VCEs on a car at Players and I had to think again!" he laughs. "It's such an instant classic, that wheel. I knew that it would be the perfect choice for the Golf." Keeping everything in proportion was also a consideration from the outset. Nothing looks worse than a rim that's clearly too big for the recipient vehicle, so Zac and the Rotiform team started hatching a plan around a set of staggered 16 inches. "Working out the offset took more than a little head-scratching," explains Zac. "I knew that we could get a considerable tyre stretch to allow a decent tuck, but I also wanted fair amount of poke from the rims, too. Then there was the factor of the Forge Big Brake kit up front, which meant we were limited as to what we could achieve, without fouling those big calipers."

Between the two companies though, this number crunching was soon sorted, resulting in a perfectly statured 7in front and 8in rear

combination which would clear the brakes without issue and allow for a super low stance. Augmenting this would be a carefully chosen set of deliberately mis-matched rubber to allow Zac to get the Mk1 sitting on a dime. This had to made up of a set of super-narrow 165/40x16 Nankangs out front – as very few manufacturers make this size – and a pair of Toyo T1Rs out back in 195/40x16 flavour. "Although I wouldn't normally mix a set of tyres like this on a car," say Zac. "I just had to do it this time in order to get the right rubber rake and stance combination".

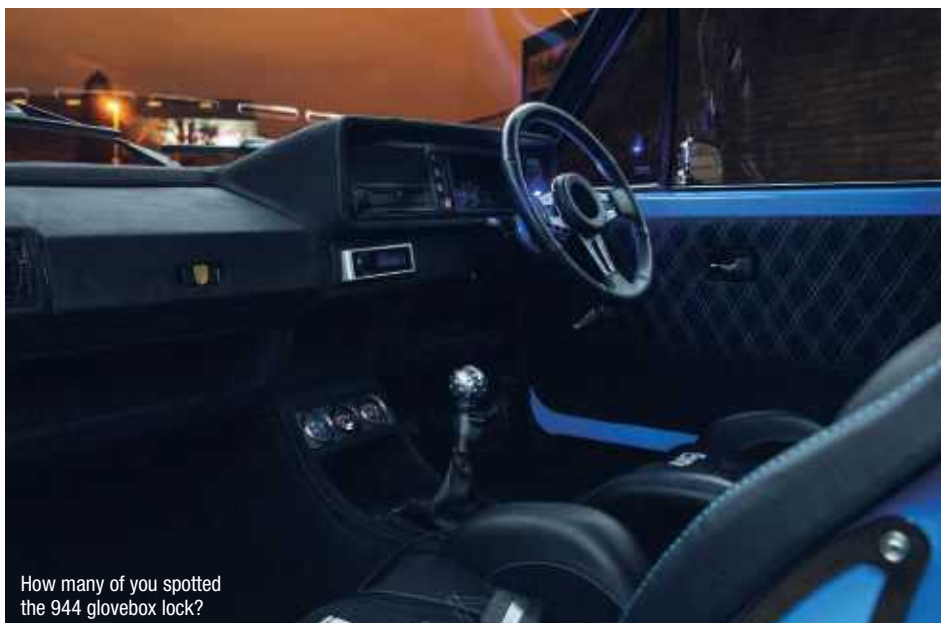
More details followed; worried about a colour clash between the new lairy blue hue and the factory green tinted glass, Zac sensibly opted for a brand, spanking new set of all-clear windows to keep a sharp, clean contrast. It's a detail that few will notice, but it does add to the overall impact of the car, and it's a hat-tip for those that seek out the smallest details in a show car.

Speaking of which, this VW was never going to run with its factory pews either, especially not with the Dunsford clan of Cobra Seats fame being so close to the Miles family. A few phone calls and chats later and Zac had settled on a pair of Cobra's delightful Misano S perches – A stunning



Later 'Digifant' 8V from a Mk2 is a great choice





How many of you spotted the 944 glovebox lock?



combination of soft-grain Nappa leather and Alcantara, coupled with carefully selected blue stitching in Bentley diamond effect would fit the bill.

Seats this good were always going to look a little out of place against a careworn Wolfsburg dashboard and interior fittings, so Zac also had Team Cobra run their sewing machines over pretty much everything else that he could unbolt from the interior. The

dash, centre console and arm rests, headliner and even steering wheel all got beautifully upholstered too, giving the Golf an interior demeanour that wouldn't look out of place in Newport Pagnell's finest. Cobra's finishing touch was to use a VW Heritage carpet as a template in order to make an even swankier and plusher version for the car, which when fitted with the customised Retro Retrims doors cards looked simply unbelievable.

As first cars go, you would have to say, this one is out there. Along with a stellar supporting cast, Zac has created a perfectly executed, beautifully finished car – the result of months of slog and hard work, while pouring every spare penny from his wages into the build. If this is what we can expect from Miles junior as he climbs the show-car ladder, we can only look forward to the next build. We have a funny feeling it's going to be a show-stopper! RC

Surely the pure lines of the Mk1 are Giugiaro's finest work?



specification

ENGINE: 1.8i GTI 8 valve Digifant engine from a Mk2 Golf, Pipercross induction kit, Forge Motorsport hoses, Forge brake reservoir tank, Forge heater matrix cover, Claude Buggie's rocker cover, Scorpion exhaust system

TRANSMISSION: Factory 5 speed 1.8GTi gear box

BRAKES: Hose Technik braided brake lines, Forge 286mm 6pot big brake kit

SUSPENSION: Airlift Performance, performance air ride kit - x2 compressors x1 tank, Powerflex bushes, Eibach anti roll bars

WHEELS & TYRES: Rotiform VCE (front) 7x16in with 165/40x16 Nankang tyres, (rear) 8x16in with 195/40x16 Toyo T1R tyres

EXTERIOR: 1981 Mk1 Golf shell, smoothed engine bay, raised strut top mounts, notched chassis legs, paint – Stratos Bleu, smoked headlights and indicators, Porsche 944 door handles, chrome small bumpers with custom Forge end caps and centre insert, Autoplas rear window louvre

INTERIOR: Porsche 944 lux glove box lock, Forge golf ball-style gear knob, Cobra Misano S heated seats, Wolfsburg steering wheel, Studio InCar boot build, Gladen Audio RS series amps, Gladen SQX slim components and SQX subs, Mosconi 4 to 6 DSP (Digital sound processor), Car locking system installed by Autolec

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GEE WHIZZ!

It may look like a show car, but Gee McDaid built this perfect Peugeot 205 for blasting around the B-Roads...

Words & Photos: Steve McCann







When Peugeot launched the 205 GTi back in 1984 they led with a James Bond style advert, having the hot hatch parachuted into a snowy mountain range, shot down by a jet and chased by another huge plane while it slid furiously along ice and sideways down the slippery slopes avoiding explosions. Sure, it may have seemed more appropriate with an Aston Martin but regardless the message was clear, this was a driver's car built for driving hard on the edge, a small car with a big personality. Fortunately, that's how Gee McDaid saw it too. He fell in love with the 205 back in the day and that feeling has never left him. "I remember having a 205 pencil case at school so I guess it started then," Gee laughs, "But my first experience of the real thing was a test drive years ago. The guy selling the car really pushed it to the limit and the 205 came alive, I knew immediately I had to have it!" From then on, he's pretty much always had one. Until that point Gee had owned a lot of Fords, starting with a few Fiestas, then onto Escorts and an Orion. His love of cars in

general was down to his older brother who used to pay Gee to clean his cars. At first he didn't see the point, just the colour of the money, but soon discovered cleaning cars gives you an appreciation of them too. "It must have struck a chord as ironically, I now have my own detailing business," Gee smirks, "As a kid I was getting paid to clean cars and now I still am." You can already see where this is going, a true driving enthusiast who is equally obsessive over car cleanliness. Is it possible to strike a balance and have a super mint motor that gets driven hard? Well, judge for yourselves....

"I really didn't plan to go anywhere near this far with the 205," Gee explains, "I just wanted to build something fun for the road that handled well, but it just evolved this way as I couldn't help myself." What Gee means is that his perfectionist nature and cleaning obsession wouldn't allow him to cut any corners or settle for anything less than the best when it came to this 205 project and to be fair, that's not really a bad thing!

The initial idea was to find a solid base car, fit a bigger engine, clean it up a bit and off we go. So, in 2012 Gee sourced a 1992 1.6GTi

that had been parked up for a couple of years but was otherwise ok. He was even able to drive it home so was off to a good start. The initial proper inspection verified it was the right car, but Gee wanted to do some light repairs to the floor and get it undersealed. He felt the easiest way to do this was remove the engine (it was getting replaced anyway) and stick the 205 on a spit. Gee didn't have a spit of his own but he does have some welding skills so made one! "The trouble is, once you get a car on a spit, that's it, you have to go the whole way," Gee explains. So, the 205 was indeed stripped to a bare shell with the floor repaired, chassis legs stitch welded and strengthened before the whole underside was treated to four blue base coats and six coats of lacquer! Once this was done and bits were being bolted back into place Gee's OCD kicked in big style. He just couldn't face putting anything back on the car that wasn't renewed, repainted or powder-coated. Even tiny bolts and fixings, they all had to be replaced with new items. While all this was going on, progress was made in other areas. A Peugeot 309 GTi was picked up for parts

"I just wanted to build something fun for the road that handled well, but it just evolved this way as I couldn't help myself."

When did you last see a 205GTi on the roads, let alone one as clean as this?





Xsara 2.0 16V engine is the same as the one fitted to the Pug 306 GTI-6, so it's kinda keeping it in the family



Gee's near-obsessive attention to detail means that the underside is as clean as the topside. Now that's dedication!

and Gee got a Christmas present from his wife Lynsey that all guys would appreciate – a Citroen Xsara! Thankfully, this wasn't a driving alternative; it was donor car number two. As it turned out, both these vehicles would prove to be very resourceful for the project. The 309 was relieved of its complete rear axle which was of course stripped, with parts painted and powder-coated before being rebuilt and fitted to the 205. As well as giving a wider track, this provided the back end with a brake disc conversion. Wishbones and the anti roll bar were also taken from the 309 and along with various new parts such as polybushes, uprated mounts and the fantastic GAZ coilovers and dampers, the suspension set-up was a winner!

When it came to the powerplant, Gee was tempted to use the donor car 309 engine which turned out to be a 2.0 8V in the process of having a turbo conversion. However, he decided it against it. "I wanted the car to be as useable and reliable as possible," Gee tells us, "so for that reason, the tried and tested 2.0 16v was a better option." This is where the Xsara VTS comes in. It's more common to see this kind of conversion done with a 405 Mi16 engine but Gee reckons that most of those

around require a rebuild whereas the Xsara 2.0 16v (same as the 306 GTi-6 unit) may be heavier but it's newer, has slightly more power and has better parts availability. As you would expect, there was no chance this lump was going anywhere near the 205 until the engine bay was prepped and painted. Also, the new engine had to be cleaned, painted and have the head ported and polished before fitment. All the essentials were done at this stage too like the timing belt, fitting a new head gasket and replacing various seals and hoses. The Xsara gearbox was retained but reconditioned first and to cap it off a new Valeo clutch was added to the mix. It was all looking good but

there were a few obstacles to clear before the transplant was hailed a success. The donor Xsara ECU and loom had been scrapped so another was found from a GTi-6 but took days to sort and solder. Finally, these engines have clearance issues that many solve by cutting holes in the bulkhead or modifying mounts but Gee decided to get creative. He cut and re-welded part of the exhaust manifold and it did the job perfectly, leaving a real factory finish under the bonnet.

With potent power, improved braking and a handling set-up to satisfy the side of Gee that demanded a quick, planted, fun car, it was time to address the cosmetic aspect. Overall

he was looking for a subtle look, something close to how Peugeot intended, hiding the real animal underneath and that's exactly how it turned out. Inside the cabin, the existing grey door cards remain but the Goodwood leather interior from the 309 slotted straight in with a bit of a squeeze. The seats are slightly wider but look right at home here. On the outside the bodywork received a fresh coat of Miami Blue paint and remains completely standard other than the mouldings. "I hate that plastic trim," Gee explains "I have to clean that kind of stuff on a daily basis and it ain't fun so I smoothed and painted mine in a metallic grey instead." It was an inspired move as it looks



Leather seats are straight out of a Goodwood edition 309GTi



fantastic against the blue and matches the refurbished 15in Speedlines painted in the same graphite colour. Small finishing touches that really make a difference are the replacement of all the glass, mirrors, headlights, spotlights, indicators and badges with new items. "I tried not to replace all these things," laughs Gee "there was nothing wrong with lots of the original parts but it just had to be done."

The end result looks stunning, but does it tick all the show and go boxes for Gee? "You can never be 100% happy and finished with a car, there's always something that can be done." Gee tells us, "But I absolutely love it and although I do like to keep the 205 clean,

that side of me never gets in the way of using it as I always intended." It's true, this is a man who works extremely hard at his business (Pristine Machine is always fully booked for months in advance) so when he gets a day off and the weather is nice, Gee really makes the best of it and heads up into the beautiful back roads of Scotland, even as far as the Highlands to enjoy the car, the scenery and the escape. "It just drives as I had hoped, it's got plenty of power with fantastic handling and has been faultless for the thousands of miles I've covered." We think that pretty much answers the question then, it seems it is possible to have the best of both worlds. **RC**

For many Miami Blue is the ultimate 205 GTi colour, we'd be inclined to agree



specification

ENGINE & TRANSMISSION: 2.0 16v Xsara VTS engine conversion, ported and polished head, Group N engine mounts, re-angled and heat wrapped equal length manifold, cylindrical air filter, BBM silicone coolant pipes with alloy thermostat adapter, Taco modified dual speed drive with 405 cable, 306 GTi-6 loom and ECU, Xsara battery box, Sound of Silence custom stainless steel exhaust system, Xsara VTS BE3 box, new Valeo clutch kit, Group N mounts, competition adjustable linkages

SUSPENSION: Rebuilt and lowered 309 GTi rear beam, Xsara VTS ARB, Group A rear beam mounts, GAZ GHA adjustable rear dampers, seam welded subframe, 309 GTi ARB with polybushes, 309 GTi wishbones with polybushes, Gaz GHA adjustable coilovers with 250 lbs springs, Group N top mounts, Xsara VTS power steering rack and pump

WHEELS: 6x15in Speedlines acid dipped, shot blasted, polished lip and painted metallic grey. Toyo R888 soft compound cut slicks

BRAKES: Fully rebuilt 288mm front brakes, Mintex 1144 pads, Stainless steel braided flexi pipes, 309 GTi rear disc conversion, 309 GTi servo and master cylinder, all brake and fuel pipe and clips replaced

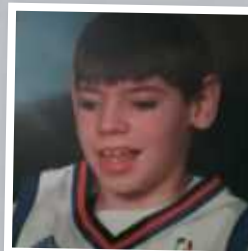
EXTERIOR: Bodywork repainted in original Miami blue including door shuts and floor pans, trims and mouldings smoothed and painted metallic grey, red alloy trim repaired and painted original colour, Clio rear wiper, new lights, new indicators, new spotlights, new aerial and new badges, paintwork wet sanded to remove orange peel and fully detailed, bare metal floor, stitch welded front legs, fully seam sealed, undersealed, underside painted and lacquered in original colour, seam welded and painted engine bay

INTERIOR: 309 GTi Goodwood full grey leather, all new bronze tinted glass inc mirrors

THANKS: My awesome wife Lynsey for putting up with all the hours I spent and for the donor car. Kev and John at KMbodyworx, Patrick at Max Marine, Robert and the boys at Autotec, Jamie T, Mark Wilson, Joe Blow and Aldo. Pristine Machine Vehicle Detailing (Port Glasgow).

Lee McDaid

A massive inspiration for Gee during this project was his son Lee who sadly passed away in 2010 at the heartbreaking young age of 11. The build helped occupy Gee through extremely difficult times. He had a few 205s before this one and Lee just loved his passenger runs. December 2015 would have been Lee's 17th birthday and the 205 would have been his present. RIP Lee.





‘KING OF THE HILL’

What do you do if you're done getting your adrenaline fix from racing bikes? Build a storming Berg Cup AX, that's what!

Words: Jamie Arkle Photos: Axel Weichert



Hill climbing is a serious business in Germany, bigger in near enough every quantifiable way than it is over here. Of course the very top tier of the country's myriad of hill climb championships is the infamous KW Berg Cup, where be-winged monsters, DTM-refugees and the odd ex-F1 car take turns to shoot up faintly ridiculous

mountain passes. It all makes Prescott Hill and Gurston Down seem a mite tame, something that only becomes clearer when you delve into the various sub-classes and take a closer look at some of the cars. Opel Kadetts, VW Golfs and BMW 3-Series are all incredibly popular, but there are also some left field choices, such as Corsa As (Novas in Vauxhall-speak), Toyota Starlets, and the Citroen AX you see here.

In a field largely dominated by rear wheel drive classics and ballistic single seaters, this little Citroen stands out a mile, and for all the right reasons. It's been built by Manfred Schulte, a successful motorcycle racer with a penchant for speed and extreme builds. The AX holds a special place in Manfred's affections as it was the car he began his association with hill climbing in, though the



Interior is pure focused race car



actual car he started out with was somewhat more prosaic in spec than the one you see here.

"It was just a little AX Sport, so it had a 1.3 8v engine with a race cam, some induction and exhaust modifications and a lot of weight saving," Manfred recalls.

There's no doubt that this little car provided the ideal means for Manfred to cut his teeth in the world of 'mountain racing,' but there was no disguising its limitations, nor the fact that it was pretty much a clubman spec car. Manfred was keen to progress in the sport, but he was also aware that this would be costly and that he may as well utilise the experience he'd acquired by competing in the AX – which leads us neatly to this little Gallic monster. This car came into Manfred's ownership midway through 2010, and it took just hours for him to begin disassembling and prepping it for a life of punishing hill climbs.

"It was a clean, low mileage shell, so perfect for the kind of thing I had in mind. There wasn't any rust to speak of, so I was clear to jump in and start stitch welding the shell, strengthening and bracing the engine bay and the suspension points," recalls Manfred.

He also took the wise (not to mention necessary) step of fitting a whopper of a roll cage, a welded in one that triangulates with both the front and rear strut tops, runs along the dash and criss-crosses the entire shell. Obviously a cage like this is primarily there for safety purposes (some of those German road courses climb to considerable heights, with sheer drops to match), but it also provides strength to the tinny AX bodyshell, something badly needed once the fibreglass doors, bonnet and boot are factored in.

Hillclimbing is massive in Germany, so much so that it spawns monsters like this AX!





"We tried to make the aero package as efficient as possible, but of course it's a challenge when you're working to a tight budget"

This period of the build also saw Manfred address one of the major shortcomings of his previous AX, width.

"The old car was fairly stock looking. OK so we flared the arches a little to fit slightly wider wheels, but it still wasn't that much, and it restricted the size of tyres we could run," Manfred explains. There was no way that the new AX was going to want for mechanical grip, something that explains the massively flared arches front and rear. This car is almost comically wide, with more than a touch of Metro 6R4 about its silhouette (which is no bad thing in our book). Those arches have been painstakingly constructed from carbon fibre, with the fronts working perfectly with that ultra-aggressive, demonstrably effective front splitter. The rear end is dominated by that bi-plane rear wing, and again it's hard not to make comparisons to Group B machines.

"We tried to make the aero package as efficient as possible, but of course it's a challenge when you're working to a tight budget and don't have a wind tunnel," Manfred says.

Perhaps the most ambitious aspect of the AX's aero kit is the flat floor and rear diffuser. This has been achieved through careful use of carbon fibre and Kevlar, and though it's still a long way from the kind of thing seen in early 80s F1 cars, this DIY ground effect does provide a noticeable increase in the amount of grip available.

Propulsion comes in the form of a TU engine, but not the kind you'll find in your average PSA product. This TU5JP4 1.6 16v was 'liberated' from a full-fat C2 Super 1600 rally car, meaning a fully forged bottom end, carefully worked over head, and a screaming rev limit of 9800RPM! The engine breathes







In a bid to increase grip Manfred fitted massive arches to accommodate huge slicks, and an extensive aero package was painstakingly crafted

through a set of 48mm KMS individual throttle bodies, while at the opposite side you'll find a custom free-flowing manifold and a 70mm straight through stainless steel exhaust. Power is 243bhp, though there's potentially more to come should a winter of development and fettling provide the results they are expected to.

"The jump in power and responsiveness over the old 8v engine is just night and day. It's a lot more modern and allows us to compete against the other cars in the class, like the Corsa, the Golfs, Polos and Sciroccos."

That manic 1600 engine is mated to an equally trick transmission, with spec highlights including a Drexler six-speed sequential gearbox and LSD, heavy duty, tarmac-spec driveshafts, and Xsara hubs. When coupled with the KW V2 coilovers, rose-joints and reinforced suspension mounting points, it perhaps shouldn't be that surprising that this little Citroën is more than capable of handling all that NA shove.

Massive brakes aren't actually as important to hill climbing as you might think (let's face it, you're not going to excel in the sport if you're stamping on the brakes while going uphill), with many of the fastest cars actually running tiny motorbike brakes on the rear axle in an effort to save weight. Of course this AX weighs pretty much nothing at all, but a desire to keep it as usable as possible means that Manfred runs relatively large 310mm discs with ATE four-pot calipers, plus competition spec fluid, pads and braided discs. Suffice it to say that this is one hatch that really can 'stop on a dime'.

"It's not as powerful as some of the other cars out there, but because it's so light I can brake

very, very late, sometimes not at all. That's how I make up time," chuckles Manfred.

Those stoppers are housed inside seriously cool BBS split rims, 10x15in at the front and a massive 10.5x15in at the back. (hence the need for those equally beefy arches) Tyres vary depending on the conditions, but most of the time Manfred runs super sticky Avon track slicks front and rear.

The inside is dominated by that mammoth roll cage, and there's no way you'd mistake this for anything other than a specialised, full-fat competition machine. It's certainly a far cry from Manfred's first AX! Creature comforts are thin on the ground, though you will find a Konig carbon fibre bucket seat, a floor mounted pedal box, a ten gallon fuel cell with twin pumps, a brake bias valve, and a sophisticated AIM data logging system with a built in camera (there's no point putting in banzai times if you can't see the results for yourself at a later date!).

The AX first turned its wheels in anger at the start of the 2012 season and proved itself to be immediately competitive and reliable, thanks in no small part to the sheer number of brand new components that've been used throughout. Manfred has been more than able to hold his own against some cars that, on paper at least, look to have the beating of the AX, and in fact he emerged as the overall winner of his group. There's still more performance to come though, with that super 1600 TU engine currently running at a fairly moderate spec and a few revisions to the aero package in development, so we expect a lot more lunacy in the near future! **RC**

specification

ENGINE: 1600cc TU5JP4 16v Super 1600 engine with 48mm KMS individual throttle bodies on short manifold, fully forged internals, lightened and balanced crank, H-beam con rods, lightweight valves with double valve springs, custom profile camshafts, free-flowing head wrapped manifold, 70mm stainless straight through exhaust with side exit, standalone management, alloy header tank, alloy fan, Aerogrip braided lines

TRANSMISSION: Drexler six-speed sequential gearbox and LSD, motorsport spec Drexler driveshafts, Xsara hubs

SUSPENSION: KW V2 coilovers, adjustable top mounts, rose jointed front end, strengthened suspension mounting points

BRAKES: ATE four-pot calipers with 310mm fully floating discs all round, braided lines, competition pads and fluid.

WHEELS: Front: 10x15in three-piece BBS split rims, Avon racing slicks Rear: 10.5x15in three-piece BBS split rims, Avon racing slicks

EXTERIOR: Stitch welded and braced Citroën AX body shell with carbon fibre doors, arches, skirts, splitter, spoiler, tailgate, bonnet and diffuser, carbon-kevlar under-body panel

INTERIOR: Multi-point FIA compliant roll cage, Konig carbon fibre bucket seat, AIM data system with onboard camera, OMP wheel on a snap off boss, ATL 10l fuel safety cell with twin pumps, fire suppression system, floor mounted pedal box, Plexiglas windows, remote engine shut offs



THE PRACTICAL PORSCHE?

You'd expect a Porsche advert to be all about the performance – after all it's not a marque renowned for its environmental credentials – but this advert demonstrates that back in the late 70s (with the oil crisis still fresh in many people's minds) that the little 924 was marketed with more than an eye on practicality (although

we're not exactly convinced that the Phantom is a fitting comparison). The US market in particular felt this more than most, as they were offered a sub 100bhp variant, which seems almost unthinkable today.

As you'll probably know the 924 didn't have an easy birth, being passed around by VW and Audi like an unwanted child before Porsche

took on parenting duties. But what great parents they made! From the early days of being a low-powered, softly spring 'practical' sports car the 924 spawned some exceptional variants, from the cool Turbo to the simply sublime Carrera GT. That it eventually went on to evolve into the 944, and subsequently the 968, is a testament to just how good the 924 really was. *RC*

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NOT NOW, CATO!

Taking an old-school Lotus and slamming it to the ground is so hot right now. Luke Gilbert is leading the charge with this low-down miscreant, The Red Panther...

Words: Dan Bevis Photos: Chris Frosin



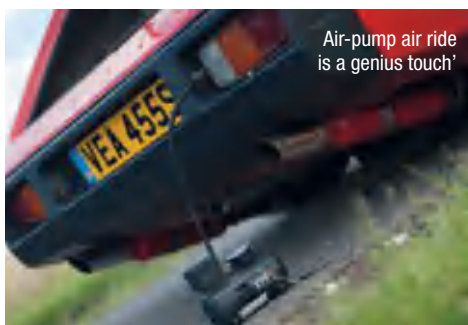




The Elite wasn't as well received as its contemporaries back in the day - but maybe if it looked more like this, then it would have been. Practical? Maybe not, but it is desperately cool!

Left: Luke's considering swapping this for a full-fat Maserati V8. The guy's either a genius, or insane... or maybe a bit of both

"A style and vision soon developed in my mind.
"Low and moody, big rims, quality detailing"



Air-pump air ride is a genius touch'



Do profiles get any more 70s than this?



The element of surprise was vital to the storytelling mystique of the Pink Panther movies. Arguably the greatest narrative ingredient was the relentlessly startling character of Cato, expertly portrayed by Burt Kwouk, who'd always be waiting to leap out of a cupboard and pounce on Clouseau, his orders being to attack at random in order to keep the Inspector alert. It's fair to say, then, that the low-slung Lotus Elite we're basking in the glory of today owes rather a debt to Cato; indeed, it carries on the manservant's work, pouncing on unsuspecting classic car enthusiasts and wrestling them to the ground with its belligerently non-conformist attitude. It's one of a series of bagged Lotuses that have appeared on the scene recently, although this is no bandwagon-jumping exercise - it's something its owner has been hankering after for some time, and the roots of the tale stem back to his childhood.

It's often said that we, as a species, exist merely as the sum of our influences; everything we see, hear, taste, enjoy, disagree with, and hanker after shapes the rounded humans we each become. This is thrown into sharp focus by the example of Luke Gilbert, the man behind this Elite, as it acts as a



flawless mirror of the televisual preferences of his formative years. "I grew up in a golden age of children's TV, watching The Banana Splits, The Monkees, The Red Hand Gang, Sesame Street, and The Hair Bear Bunch," he reminisces, a whimsical smile playing about the lips. A theme that tied many shows of the era together was the unusual cars that appeared on screen – the Pontiac GTO-based Monkeemobile, the weird little six-wheeled buggies that the Banana Splits drove, the Barris Batmobile, American TV was drip-feeding custom car culture into young minds with sneaky insistence. "As I grew up I always had these niggling questions buzzing around my head - who built these cars? Where did they come from? And after some research I became familiar with such names as George Barris, Ed Roth, Dean Jeffries; later on with the advent of Sky TV I learnt about Boyd Coddington and Chip Foote, and even recently the Fast 'n' Loud crew have all inspired me in my quest to create a car that recalls such legendary customisers."

With a head full of dreams and a few quid in his pocket, Luke found himself in a position to do that which we all aspire to: make his dreams solid, by creating something unique and unusual. "A style and vision soon developed in my mind," he explains. "Low

and moody, big rims, quality detailing – that was my passion early on, and although my skillset is far greater now than those early days, it's a rhetoric I hold dear. I never build a car to follow a scene or chase kudos, and I'm certainly not in it for the glory - my aim is to create a car that I like, and build on the classic hot rod principles: 'Make it look better, go faster!'" With so many retro touchpoints on his palette and individuality for a brush, it was inevitable that he'd end up painting something pretty special. So how did this eager creativity come to manifest itself in the form of The Red Panther...?

At the time that this Lotus found its way into Luke's life, he'd been without a classic car for a couple of years. The pressure to get back on the horse was proving too much to bear, and some inevitable Googling led him to the notion of rekindling an old flame; having previously owned and restored a 1978 Esprit S2, the idea of stepping back into old-school Lotus ownership started to seem very appealing. Some fairly extensive searching unearthed a sorry-looking candidate; "a red 1977 Lotus Elite sitting at the back of a house, paint faded, bumpers cracked, flat tyres, and the most horrific botched interior you will ever see," Luke recalls. "You get the

picture. But unfortunately it was miles away! So I called the guy - very nice bloke - and started chatting away... I could tell from his description that the car was potentially a good one, despite being rather tired." And so a viewing was arranged – at, er, 1am, by torchlight. How Hollywood is that? "I was going on holiday, flying out from Stansted, and the car was near the airport, so it made sense to sneak in a viewing while I was in the area," he laughs. "It was pitch black and freezing cold, but I could tell that the body was as straight as an arrow and the engine ran well; throw in the bonus of a recent chassis change, and the deal was done!"

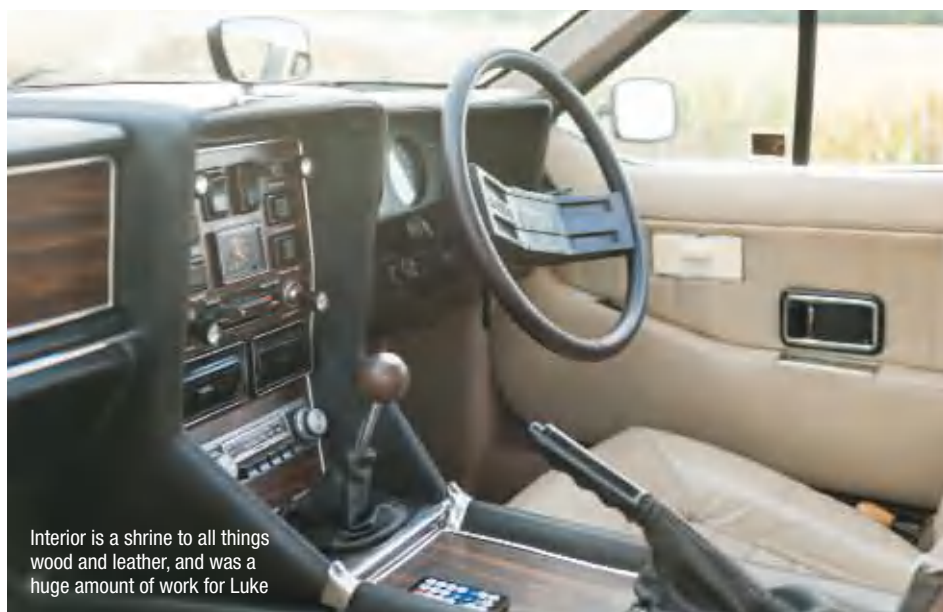
Luke could see that he had a diamond in the rough, but 'rough' was very much the operative word – a faded and shabby exterior, a frankly hideous interior, oxidised wheels, and a flaky clutch that didn't want to play ball. The latter was job one on the list; a job that involved taking the engine out, and as such ended up incorporating a thorough servicing and replacement of all seals and belts. It's an interesting engine, in fact, the 2.0-litre slant-four effectively being one bank of a V8 with a couple of sodding great carbs strapped to it, and it imbues the Lotus with a real sense of character, not to mention a little mischief.

"It is, let's face it, a boulevard cruiser – low and slow. It's all about catching a glimpse in a shop window, seeing the wheels glint in the sunlight"

So if that was job one, what would job two have to be? Why, lowering the thing, of course! "Sounds easy, right?" Luke grimaces. "Nah, it was three solid months of headscratching and grazed knuckles, and I lost count of the times I clattered my head on the wheelarches. I mulled over various options – lowering springs, coilovers and so on – but concluded that the only way to realise my childhood vision would be to install airbags, so that's what I did." Now, the idea of airbags may conjure up images of VAG-themed show-and-shines for some of you, with young fellas in Golfs adjusting their suspension via mobile apps and whatnot. But you'll be pleased to learn that Luke's approach is gratifyingly vintage; he's fitted universal bags over Spax shocks at the front and Monroe air-rams at the rear, and it's all manually pumped! None of this e-level trickery here, it works on the same principle as an airbed or a beach ball. We can't help but admire that enormously.

"Once it had been dropped and was mechanically sound, I turned my attention to the cosmetics, which were seriously flagging," he continues. "The interior was awful – someone's failed attempt to reupholster it had gone badly wrong, with very poor fit and a hideous colour combination. So I spent the next eight months trawling the internet before I hit the jackpot – an original, unrestored Giugiaro interior – needless to say it was on my drive the next day!" A new dash and centre console quickly followed, requiring a six-hour round trip to retrieve, and Luke found himself obsessively and fastidiously carrying out a list of fixes as long as your arm: a custom headliner that took two months to craft, custom carpets that took another month, and all manner of piquant detail embellishments. "The effort's paid off though, it's a glorious place to be," he enthuses. "A 1970s timewarp!"

It's worth pointing out here that Luke was keen to tackle every job on the car himself. Every solution, every mistake, every skinned knuckle or blackened thumb was a milestone in the journey to completing his dream, and you can imagine how much more satisfying that makes the finished product for him. But the garage can be a lonely place and, as much as he'd always been shy of online car forums with their trolls and haters and potential for mischief, he decided to chronicle the build of the Lotus on Retro Rides. "To my relief, the response was amazing!" he says. "So much positivity, encouragement and advice just poured in. That sort of encouragement does a lot for morale – at times when it's all going pear-shaped, when you're up to your eyeballs in garage crap, when your tools disappear into the fifth dimension, but you know you have a supportive audience that wants you to succeed, it really helps." It was



Interior is a shrine to all things wood and leather, and was a huge amount of work for Luke



Is it an estate? It is a hatchback? Who cares when it looks this good!

around this time that the project came to be known as The Red Panther, in homage to Jay Ohrberg's original Pink Panther custom – you can see clear parallels between the two, in the wedge profile, the swage lines, the pencil-thin whitewalls, the general air of bubblegum caricature. It really is movie-star cool.

That Tarmac-scraping stance is neatly augmented by a set of Rota BM8s, sourced from the USA as the particular combination of 7x15in up front and an extra inch of girth at the tail isn't available in the UK. The back end is beautifully finished by a pair of Cherry Bombs along with a smidge of smoothing to the tailgate, accentuating the custom vibe that Lotus baked right into their angular concept-car aesthetic back in the 1970s, and the brushed aluminium brightwork gives the car a gorgeously premium feel. Luke's efforts to perfect the details have infused the Lotus with a hand-finished appeal that's far more Rolls-Royce in approach than anything the Norfolk spanner-jockeys ever achieved in period.

"It is, let's face it, a boulevard cruiser – low and slow," he grins. "It's all about catching a

glimpse in a shop window, seeing the wheels glint in the sunlight. I get people shouting 'nice car!' in the street; a lot of people have never even seen one before, let alone one on air! I even had some teenagers run over to get a better look recently, and they started an impromptu round of applause as I drove by..."

The accolades are coming thick and fast, but Luke's childhood vision isn't entirely realised just yet. He's thinking of upgrading to a managed system for the air-ride, and there's even talk of a 4.2-litre Maserati V8. Pick your jaw up from the floor, he's dead serious. "OK, there's a logistical issue in that it might just be too damn big to fit," he ponders, although we can't see that being any sort of barrier. Luke's the sort of guy who just rolls up his sleeves and gets things done. He didn't build this car to impress you, he built it for one person alone: the child of the nineteen-seventies that lives inside his head. And he's probably bouncing off the inside of that skull with the excitement of it all – The Red Panther genuinely is a dream come true, and it's still got plenty of Cato-esque surprises in store. *RC*

specification

ENGINE & TRANSMISSION: 2.0-litre slant-four, twin Dell'orto DHLA 45s, Cherry Bomb exhausts, 5-speed O/D gearbox, 160bhp

CHASSIS: 7x15in (front) and 8x15in (rear) Rota BM8 with custom whitewall tyres, universal airbags over adjustable Spax shocks (front) and Monroe air-rams (rear), OEM brakes

EXTERIOR: Smoothed rear hatch, semi-debadged, brushed aluminium brightwork, Mazda MX-5 electric headlight lift motor conversion

INTERIOR: OEM Giugiaro interior, custom carpets and headlining, hidden modern audio

THANKS: "The Lotus Forums and Retro Rides (both amazing encouragement and support), Rob, Dean, In Motion Media, SlamMedia, TRAX, Ultimate Stance, Kelsey Media, my sanity, friends, Romans, countrymen, Kamp Freddie, Big William and the crew, and anyone else that has contributed along the way either with encouragement, parts supply, or just support – you know who you are, so thank you very much"



modified classics
retro
cars







Captains of industry, despots, drug dealers – that's who you expect to see behind the wheel of an AMG SEL, right? So what's a Birmingham pharmacist doing in this gold-plated retrobarge?

Words: Dan Bevis Photos: Dan Sherwood

The GOLD Standard



'm not your typical pharmacist," grins Arfan Talib. "I guess you could call this a legal drug dealer's car." And that's about as bold an intro as you're likely to find in the retro car sphere.

You need to be bold to drive a car like this, of course, it very much goes with the territory. The W126-generation S-Class was the brashest statement of 1980s CEO drama and dictator chic it was possible to buy in the 1980s, and its impact hasn't diminished a micron in the decades that have since passed. The imposing flagship, particularly in LWB form as we see

here, is a brutal, girthsome thing that will have no truck with words like 'frugal', 'sensible' or 'value'. It's a big car for big personalities.

Interestingly, however, a guiding principle of W126 development was to integrate Mercedes-Benz's new 'Energy Program': lightweight materials and countless hours in the wind tunnel made the car as frugal as it could possibly be. An improved ride and superior handling were also key elements, and a bafflingly broad array of engine options helped in Mercedes' aim to retain the 'world's best-selling prestige luxury

sedan' title whilst also appealing to a more diverse audience.

But enough of that tommyrot. This is a 1001SEL, the top of the tree, and the Energy Program can go hang. You see, the 560 (which is hidden underneath) was the big dog, the 5.5-litre V8 model, but in an era when money shouted, too much was never enough. A '1000' badge or something of that nature was a sort of in-joke for Mercedes-Benz aficionados; companies such as Trasco, Chameleon and Robert Jankel Design would modify W126s for discerning customers, basing the



nomenclature on the principle that 'a 1000SEL is twice as good as a 500SEL'. There are no hard-and-fast rules regarding what a 1000 or 1001 is because it's an ethereal concept; if it's modified and opulent, you can call it a 1000 if you so wish... and if you want to go further beyond that, why not spec yourself a 1001, or a 5000, or even a 10000? The width of the bootlid is the limit, really.

"I'm a serial petrolhead and a massive fan of eighties cars," Arfan explains. "I've owned this car for a couple of years now, and I had to recommission it as it had been sitting unused for quite a while before I bought it. I had it trailered up to The SL Shop in Redditch, who had worked on my old AMG 560SEC, and set them loose on it. All the fluids, filters, plugs, leads, sensors and gaskets were changed, drain holes unblocked, brakes unseized, and the delaminated windscreen replaced, with any body corrosion found along the way being eliminated and Waxoyled." As is so often the way with cars of this vintage, the thing still refused to start

after the engine had been refreshed, but Arfan's speculative punt on a second-hand £500 ignition module paid off, and the thunderous 5.5-litre motor rumbled into life. Its AMG heads and cams give it a fair lick of urgency, and that leads us to an interesting chapter in the M-B/AMG relationship...

The development of the W126 all occurred some time before Mercedes-Benz (or rather, DaimlerChrysler) took a controlling interest in AMG in 1990; before that, AMG Motorenbau und Entwicklungsgesellschaft mbH had operated as its own independent entity – an engineering firm specialising in tuning primarily Mercedes-Benz products. So unlike today, when it's possible to walk into a Merc showroom and choose from a variety of official AMG models, it was more the case that an AMG W126 was a bespoke affair, looked on kindly by M-B but by no means officially sanctioned. They were hugely popular though, with AMG offering tuning options and body kits for all W126s – saloons, coupés, even limousines – as well as an ostentatious wide-body kit for the coupé.

The AMG catalogue offers a rather boisterous look for the exterior of Arfan's SEL, the skirts and spoilers making an already imposing car seem more than a little intimidating. "The body was treated to a full two-stage machine polish, and detailed over the course of two days to bring the original paint back to life," he says. "The leather trim was all washed and refreshed too, and the engine bay was detailed by hand." The level of fastidiousness really is quite phenomenal, and the interior is just about as plush as Richard Branson or classic-era Alan Sugar could have hoped for: heated seats all round with reclining rears, electric window blinds and curtains, a Motorola carphone for barking at minions with, and a Nakamichi stereo to drown out the tedium of the paupers outside.

If there's one thing that characterises this car above all else, it's the stance. And we're not talking 'stance' in the modern sense of millimetrically-precise fitment of arch-busting rims, but rather the timeless menace of a car sitting aggressively over beautifully finished

"The body was treated to a full two-stage machine polish, and detailed over the course of two days"



Stonking 5.5 V8 is an absolute beast



The '1001 badge is a kind of 'in joke' for Mercedes aficionados



"I love seeing people's reactions... I guess most people are confused about what type of Mercedes this is due to the 1001SEL badge"

wheels. It may seem like a contradiction in terms to talk about hunkering down a luxobarge limo into a more sporting gait, but it's been pulled off to perfection here.

The SEL came with the option of hydropneumatic self-levelling suspension, and Arfan's modified his system to allow the car to sit lower on its Bilstein dampers and AMG springs – a neat and subtle touch, one for the Benz nerds to enjoy. And the crowning glory of the setup is the rolling stock. "I had the AMG wheels split open and refurbished, with the lips polished," says Arfan. "The centres are colour-coded to the body, and the OZ fasteners have been gold-plated to match the badges." And what would a car like this be without gold badges? What's the point of rocking a row of zeroes on the bootlid if they don't glint offensively in the sunlight?

"This project has also provided a great outlet for me to bond with my father, and a lot of it is

thanks to him," Arfan enthuses. "It's something we both enjoy, and also a chance for me to give something back to him and let him enjoy a car he had missed out on in his day, as they were too expensive while he was bringing up a young family and putting me through my education. It means a lot as it's the sort of car he'd have dreamed of back in the eighties, but could never afford as they cost more than a house. It was a car he always admired, and it was actually one of his old bosses who got us acquainted with the owner of this SEL. You see, the car was originally unearthed by one of its previous owners who I managed to track down via forums; he'd found the car on a caravan site in Derbyshire looking sorry for itself and unloved, but studded with AMG goodies. When he trailered it home and started tearing into it, he discovered that it was no ordinary 560SEL, but in fact bore all the hallmarks of being a genuine AMG car; everything's stamped with the correct

markings, the V8's a lot more potent than stock, it all seems to be legit." This is where we came in, of course, with the car rescued by Arfan from another prolonged slumber, his old man's contact greasing the wheels.

"My initial plans for it were just to get the thing roadworthy, but I'm a bit obsessive about detailing and I can get carried away," Arfan laughs. "I love having gleaming bodywork on all my cars, regardless of conditions; when I start cleaning my car in the morning, it can take all day." You can see how that would be a particular problem with the SEL as it's such a vast machine – surely the sheer acreage of steel would be enough to make him hanker for something more modest instead, like perhaps an SEC coupé? "Ah, well I've got a 560SEC already," he says. "I wanted to have the key W126 models of the era, a matching set if you will, so there needed to be an SEL on the driveway. I love it too – it's luxurious, it has a lot of presence, and

There's no denying that this SEL is properly pimp



it has real gangster appeal!" Well yes, you can't really argue with that, can you?

This all represents the latest in a long line of retro aspirations for Arfan, which makes the build all the more meaningful. Starting out with Japanese cars, from a kaleidoscope of Hondas to some extremely lairy Mitsubishi Evos, his overriding admiration for the three-pointed star has seen these affections coalesce into something more old-school as well as a hobby to act as a strong family bond. "It was always my plan to get into classic cars, as I preferred the way they look and drive, and they feel less plastic than modern cars, with less complications of sensors and electronics," he asserts. "This car is more of a garage queen at present, only coming out in good weather and for weekend drives – and for special occasions, like shows or weddings." And this makes perfect sense. With a collection of cool cars, why not keep the chairman of the board on its pedestal? Its specialness is what makes it what it is, so that's a thing that needs to be maintained. Particularly if it takes all day to clean it.

"I love seeing people's reactions when I'm out and about in the SEL," Arfan continues. "I guess most people are confused about what type of Mercedes this is due to the 1001SEL badge, and I get questions like 'Is this a 10-litre?'. And this sheer curiosity it creates is what makes the car stand out more – oh yeah, and the V8 noise through the Remus pipes is pretty disruptive!"

One thing's for sure – there's aggression simmering away behind that brash exterior that more than cashes the cheques written by the golden badges and broad, squat footprint. Just remember, Arfan isn't a gangster, he's a pharmacist. If he's rolling through your neighbourhood, he's not there to create mischief; he's probably just got his dad reclining in the back, fielding business calls on the carphone. This thick slice of no-nonsense muscle is shrouded in a well-cut suit and, like a footballer who's been to Ozwald Boateng, there's nothing particularly subtle about it – but at the same time, it's like a millpond: all seems serene from outside, but there are dangerous currents beneath. Just as an AMG SEL should be. *RC*

ENGINE & TRANSMISSION: 5.5-litre V8, AMG cams, AMG heads, Remus stainless steel exhaust system, four-speed automatic transmission

CHASSIS: 17in AMG 3-piece split rims with body-coloured centres, gold-plated OZ fasteners and polished lips, 245/45 (front) Dunlop SP Sports and 265/45 (rear) Falkens, lowered AMG self-levelling hydropneumatic suspension with AMG springs and Bilstein shocks, stock SEL brakes

EXTERIOR: AMG Series bodykit with SEC bumper modified to fit, colour-coded bumpers and chrome strips, gold-plated badges

INTERIOR: Cream leather heated seats with integrated walnut picnic tables, AMG leather steering wheel, AMG MPH dials, AMG wood trim option, reclining rear bench, electric window blinds, blue curtains, retro Motorola car phone, Nakamichi stereo system

THANKS: "I would like to thank my father for helping me source the car, and also the continued support he has given me in my crazy car projects since my days as a student"

specification



Julian Wilkes has done more than most to strengthen the Nova's reputation as one of the greatest Vauxhalls of all time. "I'm proud to be able to celebrate more than a decade of class wins and overall success in rally championships from behind the wheel of the diminutive Griffin," beams the forty-two year old Taunton resident. "My navigator, Will Rutherford-Child, and I won back-to-back Motor Sports Association (MSA) English Rally Championships under the Wilkes Motorsport banner, and we've also been

able to secure the Millers Oils 1400 British Trial and Rally Drivers Association (BTRDA) Championship two years on the trot, all from within the confines of a Nova," he explains. Impressive stuff.

"I was exposed to competitive motorsport from an early age due to my father's participation in the South West road rallies of the 1970s," continues Julian. "My brother, Matthew, and I would be taken to watch Dad compete at all hours of the day and night. As the cars in attendance became ever-quicker and fears for spectator and driver safety came

to the fore, however, family-friendly closed rally stages began to replace the road action that we had been used to," he explains.

In fact, a crash that saw Wilkes Snr's then-navigator suffer serious injuries was the turning point that saw the family stick to the airfields and famous rally venues that they have been regular visitors to ever since. The incident also saw the arrival of a replacement competition car for the Wilkes clan – a particularly potent Vauxhall that Julian and Matthew were able to use as the foundation for their understanding of motor mechanics.



CAMPAIGNED SUPERNOVA

Proving that love for the Nova is as strong today as it ever was, star driver, Julian Wilkes, is ready to take on a host of challenging forest and tarmac rally stages with his heavily-tuned hot hatch...

Words: Dan Furr Photos: Matt Woods

"Dad bought a Blydenstein-fettled 2.3-litre Chevette that was producing around 185bhp. It was a massive step forward from the classic Minis that he had been driving up until that point, and the 'Vette put him on a level playing field with the Mk2 Escorts that were dominating every tournament that he entered," recalls Julian.

Carrying out regular servicing and routine maintenance on the car encouraged Wilkes-the-Younger's fondness for powerful Griffins, although this was an affection that would explode into a love affair following the arrival

of a genuine ex-works 2.6-litre Chevette HSR at the family's Somerset home. Moreover, this particular Dealer Team Vauxhall machine was the former 'Circuit of Ireland' winning chariot once piloted by a chap who goes by the name of Jimmy McCrae. It's fair to say that Julian was in the company of a serious bit of kit!

Understandably, he was consumed by thoughts of hopping into the car's driver's seat, yet he would have to wait until he passed his driving test at the tender age of seventeen before he could do anything other than act as navigator for his dear old Dad. Nevertheless, rewarded

for his patience, Julian would eventually go on to drive the DTV metal before being allowed to get to grips with its successor – an extraordinary rear-wheel drive Corsa B equipped with a John Read Engineering forged C20XE 'Red Top' producing in excess of 250bhp.

"Dad's Corsa was great, but he didn't like the fact that I was prone to crashing it! Unsurprisingly, I was told in no uncertain terms that if I wanted to keep on rallying, then I'd have to source my own vehicle. It was at that point that I bought my first Nova," smiles Julian.



N/A 1.4 X14XE has been heavily breathed upon and now pumps out an impressive 188bhp

A 1.3SR was charged with the task of providing its new owner with the means to take on the South West's tarmac rally stages. A roll cage, shell strengthening, suspension and exhaust modifications were applied to the already-nippy Vauxhall (its engine remained unaltered). Matthew took his position in the navigator's seat, and the Wilkes boys went on to secure joint first place in their first championship title challenge. Not a bad start!

"Two more seasons of successful rallying followed before I began to consider the potential for us to achieve great things if we ditched the SR's eight-valve engine in favour of a tuned sixteen-valve powerplant," recalls Julian. "With that in mind, I bought a 1.4-litre clubman-spec lump that was making good use of uprated camshafts and Weber carburettors. The engine had been treated to extensive head work and a bottom end that would allow me to rev to the 10k mark without causing the stock gearbox to kill itself under load," he says.

Unfortunately, hard driving took its toll on the SR's shell, leaving Julian with no choice but to spend the early part of 2004 sourcing a suitable replacement. As luck would have it, a '92-plate Nova Flair with only 30k miles

on the clock offered itself up for the job at hand. Julian was quick to pounce on what he describes as an "immaculate" Vauxhall, although he was on the receiving end of a surprising enquiry from the car's elderly – and only other – owner before he was able grab the keys to his new ride; seemingly aware of the Nova's reputation as the four-wheeler of choice for boy racers during the 1990s, the Flair's cotton-topped custodian asked, "you're not going to do something daft like rally my lovely car, are you?!"

With the question brushed aside amid a roar of nervous laughter, Julian hurried home in his new toy in advance of an eight-month slog that saw the car transformed into a – yep, you guessed it – fully stripped rally machine! 2005 delivered a class-winning MSA National Asphalt Rally Championship result coupled with a 'Star Driver' award and eighth overall place, and the mechanical makeup of the Nova continually evolved while silverware earned through a mind-boggling number of victories stacked itself skyward.

Strengthened driveshafts, transmission upgrades, geometry settings and various suspension setups were applied to the feisty

Flair as it racked up wins at tarmac stages all over the UK. Proflex three-way adjustable coilovers appeared on the car in 2008, giving Julian the sensation of "landing on cushions" whenever his trusty Vauxhall looked as though it was going to hit the ground with a bump, but while it might have been the car's perpetually-improving specification that helped it to wipe the floor with the rivals that came its way, it was also the apparent ease at which it was able to achieve trophy-winning performances that inspired Julian to seek out a new challenge. It was time to head into the forests.

"It is claimed that the very best 1400cc competition cars and drivers are in the BTRDA Championship," quips Julian. "I'd enjoyed success while rallying on tarmac, but it became clear that I needed to go head-to-head with the guys battling it out on the BTRDA's forest stages," he says. Unlike those already competing in the mud, however, Julian wanted remain a fixture of the tarmac rally scene. In other words, his nifty Nova needed to be flexible enough to switch from forest to asphalt specification without much in the way of hesitation.

Sure enough, the car was revised to allow for varying damper settings, ride height, brake



It's a far cry from its humble shopping car origins



“You can imagine our surprise when we discovered that we had finished third overall out of 180 cars – the best ever BTRDA result for a 1400cc motor”

bias and geometry suited to whichever driving environment Julian found himself in. “In this respect, my Nova was very unusual,” he muses. “You’d expect there to be a compromise when trying to work with two different chassis configurations, but I managed to bag sixth overall place in the Jersey Rally, and I couldn’t help but smile when my budget-build Nova beat WRC-spec Subaru Imprezas worth hundreds of thousands of pounds during various competitions at home and abroad!” he grins.

Things were going well, and the Wilkes team was confident enough in its abilities to invest in performance upgrades. A trick fuel injection system, Jenvey throttle bodies, custom profile camshafts and a dog-engagement five-speed gearbox were thrown into the mix, and the car found itself delivering a respectable 188bhp thereafter. The season began brilliantly, with the vivacious Vauxhall embarrassing expensive machinery with even more swagger than it had previously, but the dog ‘box

proved unreliable, resulting in a series of uncharacteristic DNFs as weeks went by. Left with no choice but to retire the troublesome transmission, Julian reappointed his car’s synchromesh close-ratio unit.

A lack of reliability in 2010 meant that the following year was treated as a period of testing and development for the Nova while Julian and now-navigator Will fine-tuned its performance and handling abilities. Pleasingly, the car finished every event that it entered, and the dynamic duo decided that they would have a bash at competing for the BTRDA 1400 Championship title in 2012.

The Nova performed brilliantly in all weather conditions across challenging terrain. “At one point, we were having to contend with over two feet of freshly-fallen snow in the heart of the Wye Valley,” gasps Julian. “We were sliding about all over the place as a consequence of running gravel tyres at the rear. We even suffered a puncture and knocked rubber off a rim! We had absolutely

no idea how we were faring, so you can imagine our surprise when we discovered that we had finished third overall out of 180 cars – the best ever BTRDA result for a 1400cc motor!” he laughs.

This unexpected triumph served as an eye-opener that helped the lads to go on to win the title as intended. Theirs was a convincing victory, and one that saw them return for the 2013 BTRDA tournament with renewed vigour. Indeed, nobody had ever won the championship twice in a row. Perhaps unsurprisingly, it was the possibility of being the first to do so that compelled Wilkes Motorsport to throw everything it had at ‘doing the double’.

“We did it!” cries Julian, acknowledging what is an undeniably remarkable achievement. A special thanks was reserved for Julian’s father in recognition of the fact that he had put his own driving career on hold in order to support efforts with the Nova. “I thought it would be nice to treat



Dad to a father-and-son outing in the car with him acting as navigator. We picked the November 2013 Tempest Rally in the South East of England as our event of choice, but it would be the last time that my championship-winning Vauxhall would see the light of day." Lying second overall and travelling at 115mph, the Nova hit a deep rut that propelled it off-course along a bank littered with concrete posts and wire fencing. Amazingly, the car stayed upright (eventually laying to rest over 250 metres into dense undergrowth) and both occupants managed to climb out of the wreckage free of injury. The Vauxhall, however, was a total write-off.

It was while pondering his next move that Julian was alerted to the arrival of a tidy K-plate Nova that had been traded in at a Griffin dealership in the South West. "I'm a Network Q area manager by day, which proved to be beneficial as far as building a replacement competition car was concerned," he smirks. The Nova in question was ready for the taking, and it wasn't long

before it was in the Wilkes Motorsport workshop being subjected to a bare shell rebuild in readiness for rallying.

Ian Harding at DV8ME was charged with the task of preparing and strengthening the bodywork, while the guys at KSP Engines stripped and rebuilt the car's heavily modified, high-revving X14XE powerplant. A new quick steering rack, Harry Hockly Motorsport Group A driveshafts, bespoke suspension turrets, a custom roll cage, a rear wheel well deletion, a semi-vertical fly-off handbrake, 15in Revolution wheels, Mk2 Astra GTE brakes and an upgraded fuel system with Omex 600 management joined the party, and Julian was thrilled when his freshly-painted Vauxhall was ready for action at the back end of 2014.

"A year without a car to compete in reinforced my belief that nothing can compare to the buzz delivered by rallying," argues Julian. "I've already tested my new Nova on a few tarmac and gravel stages, and I was amazed that I was able to achieve first in class and fifth overall during an event in mid-

Wales so soon after completion of the build. I'm looking forward to tackling the Jersey Rally and various stages in the North West and South East of England before Will and I participate in the Network Q Rally of Great Britain," he tells us.

Scene trends, fashions and fads may come and go, but the Nova has proved that it can survive them all, even when it looked as though the bad old days of automotive styling were likely to put the proverbial nail in the coffin of this GM gem. When it comes to the rally circuit, sterling efforts from the likes of Wilkes Motorsport continue to emphasise the fact that the model remains one of the most popular Vauxhalls in history, even though more than two decades have passed since the last Nova rolled off the factory production line. And with Julian and Will likely to be continuing their habit of powering the model towards prize-winning performances, it doesn't look like love for this most excellent of Griffins is in danger of waning any time soon. Bravo! RC



Wise words indeed!

Awesome 'on stage' and we suspect quite a lot of fun on the road too!



specification

ENGINE: 1389cc X14XE DOHC 16-valve, JRE race-spec cylinder head, Omega pistons, steel connecting rods, ARP bolts throughout, JRE custom profile camshafts, cam cover powdercoated blue, Mocal oil cooler, oil breather kit, Harry Hockly Motorsport 10mm sump guard, Omex 600 engine management, DC Electronics custom map, Harnessing Solutions bespoke wiring loom, Kevlar fuel tank guard, competition fuel pump and fuel pressure regulator, swirl pot, Jenvey throttle bodies, Tony Law 4-2-1 chrome long exhaust manifold, Janspeed twin-box stainless steel exhaust system, Astra radiator and fan, repositioned coolant top hose, Harry Hockly Motorsport engine mounts, lightweight race battery, silicone hoses

PERFORMANCE: (Claimed) 180+bhp, 125+lb/ft torque, 0-60 4.5 seconds, overall weight 880kg

TRANSMISSION: FWD, Getrag F20 gearbox with Quaife SCCR synchro gearset, 4.85 final drive ratio, 1600 lightened and balanced flywheel, 90% ZF big differential, modified Mk2 Astra gear linkage, Harry Hockly Motorsport Group A driveshafts, modified hubs, Mk2 Astra GTE drive flanges, enlarged bearings and large diff-side gears, Corsa B power steering column, competition quick steering rack, Harry Hockly Motorsport lock stops and uniballs

SUSPENSION: Proflex three-way adjustable coilovers, 40Nm (tarmac) and 30Nm (gravel) springs, tarmac helper springs, alloy top mounts, triangulation and diagonal bars to front strut tops, strengthened rear turrets, camber adjustment washers, uprated wishbones, shortened rose-jointed tie bars, Group A lowered spherical bearing tie bar mounts, rear beam covered in protective mud flap material

BRAKES: Refurbished Mk2 Astra GTE front calipers with 256mm discs, Mk4 VW Golf rear disc kit, Ferodo DS3000 pads, works pedal box with

adjustable brake bias, hydraulic handbrake, braided hoses, Dot 5.1 competition brake fluid

WHEELS: 6x15in Revolution GR16 multi-spokes painted white, a range of gravel and tarmac tyres

EXTERIOR: Fully stripped shell painted OE Glacier White, all hinges and supplementary brackets removed, DV8ME-prepared shell (mix of T45 and CDS), Harry Hockly Motorsport plating kit, fully seam welded, modified chassis rails, vertical engine bay bulkhead removed, Nova GSi bumpers and grille, fibreglass wide body wings, bonnet intake, bespoke Kevlar side skirts, full chassis protection, rear roof spoiler, roof vent, lightened doors, DTM door mirrors, Perspex side and rear windows, repositioned wiper motor, blanked spare wheel well with Wilkes Motorsport embossed logo, bespoke sponsor graphics, mud flaps, Hella HID lamp pod

INTERIOR: FIA-approved racing seats with six-point safety harnesses, modified driver seat rails and door bars, Sparco suede steering wheel, weld-in multi-point roll cage, dash-mounted fuse and custom switch panels, oil temperature and pressure gauges, Elliot 10k rev counter, Omex four-stage shift light, Harry Hockly Motorsport gearknob, blue race pedals, Zero 2000 integrated fire extinguisher located behind navigator's footrest, heater deletion, TRS helmet hammock

SHOUT: Ian Harding at DV8ME for building the shell, Mark Hill for the gearbox rebuilds, Keiran at KSP Racing Engines, Phil Harris of South West Motorsport for the window kit, Mark at Lively Race Graphics, Warren at Revolution, all at Harnessing Solutions, West Somerset Motors, Proflex, Dunlop, Castrol, JMS Photographic, and to my father, David Wilkes, for his continued support and help with the car.

THE LOCK UP



THE AUTOBARNSTORMERS

Formerly a dilapidated shack, this revitalised 400-year-old barn is now playing host to some very exciting automotive projects...

Words: Dan Furr Photos: Matt Woods

We've brought you a wide variety of 'Lock Up' features over the years, and it's fair to say that the vast majority of these insights into the weird and wonderful worlds of collectors, companies and crazies has focused on whatever projects happen to be lying in waiting when we arrive with our camera. On this particular occasion, however, the building that you see here is just as noteworthy as the modified machines that it houses.

"You wouldn't believe the state of the place when we took it on," sighs Gavin King, one of the three occupants of the 400-year-old listed barn that we find ourselves stood in

somewhere near Potters Bar. "It was full of holes, it leaked and it had a wildly uneven floor. It took us five months and a lot of work in order to make it habitable!" he laughs.

Unable to toy with the barn's exterior (such is the nature of a listed building), Gavin and his partners in crime, Tony Cripps and Dave Howarth, set about collecting a mountain of salvage wood and weatherproof ply that could be used to line the interior of their den. "All three of us work in or around London, meaning that we were well placed to take advantage of surplus timber being removed from the Olympic Park," continues Gavin. "We were able to lay our hands on enough wood for the construction of a mezzanine floor at the

rear of our new digs, and we lined its vintage walls with over fifty large sheets of ply in an attempt to keep the rain out!" he smiles.

A cherry picker provided Gavin with enough reach to fit umpteen plastic sheets to the roof of the barn ("although we still get the occasional puddle"), and Terry's job as a skilled electrician saw power installed before the addition of giant light bulbs bought from a local aircraft storage facility. With each light comprising 500 bright white LEDs, the guys could begin to lay a new floor safe in the knowledge that they could see what they were doing!

"Terry had a two-post lift that he was bringing from his old unit. We laid a couple of tonnes of concrete to ensure that the lift



Now that's one hell of a man cave!



You could see a worrying amount of daylight through the roof before work began



Turbocharged 106 is powered by a 450bhp Vauxhall C20LET!

was securely installed," confirms Gavin. "We also painted the fresh floor and began to add security fencing at the rear so that our tools and valuable parts are kept safe," he says, simultaneously pointing out the alarm systems and CCTV that provide the friends with peace of mind whenever they're out and about.

We wander upstairs to the kitchen area where Gavin hands us a brew. Looking down on the scene below us, we note that there are a pair of classic Minis, two Metros and a whole lot of Longbridge-related bits and pieces lying around the place. We are told that the prominence of these parts is a consequence of the fact that both Gavin and Dave have spent years working at one of the UK's leading suppliers of Mini spares (the imaginatively named 'Mini Spares'). Furthermore, we quickly learn that each of the cars that we're looking at is much more than it appears to be at first glance...

"The white Rover 100 is one of my toys. It's powered by a Honda Integra DC2 Type R engine and it is fitted with a roll cage," reveals Gavin. "I carried out the work myself, and



I'm looking forward to getting stuck into the 200bhp turbocharged Mini that I've parked next to Dave's racing Metro now that work on the white wonder is nearing completion," he says.

Rocking wide arches, Cobra seats and plenty of carbon trim, the red pocket rocket promises to be a handful when it eventually returns to the road, although the prize for being the fiercest vehicle on show has to go to Dave's bonkers Peugeot 106. Propelled by the two-litre, 16-valve C20LET engine of a scrapped Vauxhall Cavalier Turbo 4x4, the highly modified French fancy is chucking out an estimated 450bhp! That's a fantastic result from a powerplant that rolled off the factory production line with a performance figure of well under half of what it is currently delivering!

Terry's trio of VWs also catch our eye. He has a Mk1 Golf soft-top and a Beetle project-in-waiting sitting alongside the aforementioned Pug, but it's his classic camper van that is the hot topic of conversation among those lucky enough to be invited into this automotive wonderland; the subject of an extensive restomod exercise, the classic 'split-screen' is about to become equipped with the guts of a Subaru Impreza. Nice!

As you have probably already guessed, the gear that Gavin, Dave and Terry need to build their cool creations is tucked away in the workshop at the back of the barn, and a compressor feeds an air supply along the length of the building with pick-up points located a few metres apart from one another.

There's a recreation area present too, with sofas, a fridge, a microwave and board games available for the friends to take advantage of whenever they get frustrated by a bolt that doesn't shift or a gasket that won't stop weeping! Not that they've had much time to sit around rolling dice. "We've just installed a powdercoating oven, and we're considering the possibility of building our own paint booth," beams Gavin.

If the number of hours and the quality of work already invested in this brilliantly restored barn is anything to go by, its future looks very bright indeed. We look forward to seeing the outcome of the next phase of its development, not to mention the completion of the exciting projects that it holds within. Here's to the next 400 years of fine fettling! RC



Full feature on this mighty Metro VTEC in a forthcoming issue!





Mk1 Cabrio, and Beetle
patiently await their turn



Tidy 'Splitty' is about to be kitted
out with an Impreza engine!



OPEL TREFFEN 2015

With over 70,000 people in attendance, it's a whopper of a show!

The Germans sure know how to put on a show – just invite Opels from all over Europe and have one massive party!

Words & Photos: Steve McCann

For those of you unaware of Opel Treffen, we should explain the phenomenon. Basically, for Opel fans everywhere this is the one show that stands out amongst them all. It takes place in and around the Motorsport Arena Oschersleben, in the heart of Germany and attracts an incredible 70,000 people each year! The format makes it more of an Opel celebration and festival with non-stop action on and off track for several days. With so much to see and do as well as being surrounded by 20,000 Opels and Vauxhalls, topped off with an amazing atmosphere, it really is the ultimate road trip. 2015 was a special milestone too as it signaled the 20th anniversary of the show so it gave more cause for celebration, as if that was needed!

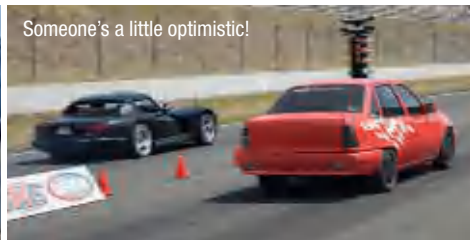
As expected, this one ticked all the boxes giving us track sessions, demos, 1/8 mile drag racing, drifting, burnout competitions, sound-offs, show n shine, retro displays, trade stands, club stands from all over Europe, party buses and not forgetting the amazing nightlife and atmosphere. Here are the highlights... *RC*



Kadett's as far as the eye can see... well if you don't look that far



Classic Kadett Coupe livery



Monster Opel Commodore packs a BMW V8 and can frequently be found going very sideways!



OPEL COMMODORE

Torsten Lau's Commodore never ceases to amaze us. It features a rebuilt 3.8 CIH with 45mm ITBs, and the rear end (diff, suspension brakes) is all from a later Senator. The bodywork speaks for itself, and there's a whole lot of custom work pretty much everywhere you look. Oh, and if you're wondering it's Fiat Scuro Red paint. One of our favourite Opels ever!



There's still a big following for huge bodykits like this Mattig-kitted Manta



Nope, it's not a Lotus Carlton, it's an Omega Evolution 500 built for DTM homologation



"THE FORMAT MAKES IT MORE OF AN OPEL CELEBRATION AND FESTIVAL WITH NON-STOP ACTION ON AND OFF TRACK FOR SEVERAL DAYS"



In among the wild and wacky there were plenty of simple retro Opels like this gorgeous Kadett with a 2.2 CIH



Drift demos were certainly lairy



Quirky flip-front Vectra A

A Williams Martini Racing Formula 1 car is shown from a side profile, angled towards the right. The car is white with blue and red accents. It features several sponsor logos: 'Martini' on the front wing and sidepods, 'Sure' on the sidepods, 'Oris' on the front wing, 'Kempri' on the front wing, 'Grandstand' on the sidepod, and 'Generali' on the rear wing. The car is surrounded by vibrant, multi-colored motion blur streaks in shades of yellow, orange, and red, suggesting high speed. The background is a plain, light grey.

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THE PROJECTS



JOHN-JOE VOLLANS – EDITOR

'89 VW GOLF GTI 16V, '74 OPEL MANTA A, MERCEDES 190E 2.6
You can read all the details about this latest Germanic purchase over the page. It's barely been in JJ's possession for a week before the shopping list of desirables has been drawn up, and the credit card has taken a spanking. It's safe to say this looks set to be a cracking project!



JON BURGESS – CONTRIBUTOR

'87 ISUZU PIAZZA TURBO, '89 PEUGEOT 305 GLD VAN
The Piazza's licking its wounds from its laps of Cadwell Park and the 'knob van' has a new temporary home for the next couple of months. Extracting it from my friend's garden was easy – despite the long internment, it soon rattled into life, trudging the 115 miles or so back to Cambridgeshire with relative ease. Don't worry; you'll be seeing it again.

JEFF BLACKMORE – COMMERCIAL MANAGER

'87 PEUGEOT 205 GTI 1.9
In an effort to finally complete project Pug, it's been booked in with renowned specialists, Pug Racing. Miles Horne (proprietor) has kindly agreed to apply his many years of experience to #project87 – ensuring that all remaining jobs are completed to the highest possible standard. Watch this space for a final instalment in an upcoming issue!



ADRIAN BRANNAN – PHOTOGRAPHER

'95 VOLVO 850 & '79 CHRYSLER HORIZON
PROJECT PHOTO-HACK & THE LOWRIZON!
Next month (promise), Ade's Alfa Romeo 155 Q4 tackles the Nürburgring!



DAN FURR – CONTRIBUTOR

'80 ROLLS-ROYCE SILVER SHADOW II, '93 SAAB 900
Work on the Saab continues at great pace. In contrast, the Roller's MOT appears to have expired... in September. Oops!

CHRIS FROSIN – PHOTOGRAPHER

'76 MITSUBISHI GALANT, 99 VOLVO V70 TDI
I've had some slow planning work on the Galant these last few weeks, and I'm slowly removing the miles of excess wiring. This is something I'm trying to be very methodical about – I don't want to mess this up!



THIS MONTH...



073 THE PROJECTS: MERCEDES 190E

A new car is added to JJ's ever expanding fleet. It appears he's got himself something of a bargain too!



076 THE PROJECTS: SAAB 900 TURBO

Dan gets himself a cool set of 'super aero' Saab 9000 alloys to replace the existing 900 wheels.



078 THE PROJECTS: SERIES MCRAE IMPREZA

With the interior complete Glenn turns his attention to the underside and comprehensively updates the chassis.



084 SCRAPPAGE SCENE

Scott discovers a hoarde of Mazdas. Not scrap thankfully, but will any of them ever see the road again?



SIX APPEAL

In need of a comfortable yet entertaining daily driver, JJ turned his thoughts to a saloon sporting the three-pointed star on its bonnet

As regular readers will know, our Golf 16v build has been taken very much in the track/race direction, which is great, but it does make it a less than ideal daily commuter prospect for me. My Alfa GTV is currently down with some electrical gremlins (big surprise!), the Manta is in the workshop for a winter of welding, as is the Range Rover. The Porsche 944 is a track toy as well and the Scirocco has a list of problems as long as my arm, all of which means that in order to actually get into the office over the colder months, I'm faced with a dilemma. Most logical people would simply buy a new ish car that would fit the bill, or even simply fix the cars they already own! But that's not how I roll...

With six logbooks already in my name I decided to add a seventh. In fairness the initial plan was to simply sort out the Scirocco and use that, but as usual it's fought my every attempt to return it to the road. This led me to 'just have a look' online in the usual places and as usual when I look, I found something

JOHN-JOE VOLLANS

MANAGING EDITOR

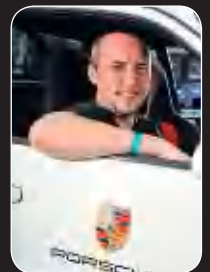
MILES RECENTLY: About 800 per month, it's my new daily

WHAT'S BROKEN: Steering lock, heater blower, prop-shaft coupling, gearknob, balljoints (all of them!), brake discs and pads, bushes, rear suspension spring, wiper mechanism, basically it's tired!

HOW MUCH SPENT: Four figures comfortably already!

ON THE ROAD: 1988 VW Golf GTI 16v, 1990 Mercedes-Benz 190E 2.6, 1999 Alfa Romeo GTV

ON THE GO: 1974 Opel Manta A, 1982 Porsche 944, 1984 VW Scirocco Storm, 1992 Range Rover Vogue



worth having. This time it was a straight looking Mercedes-Benz 190E that had been bought by the previous owner to strip but the seller thankfully realised that it was too good to break. The reason the previous owner bought the car was its super rare combination of a 2.6-litre six-cylinder M103 engine and a 5-speed manual gearbox.

The result is a 190E that has 166bhp sent to the rear axle through a proper manual transmission that allows the 1197kg saloon to get to 60mph in 7.8 seconds and top 132mph. Not too shabby by any stretch and when you factor in the heavenly six-cylinder engine under the bonnet and comfort levels that shame many a modern saloon, the desire to buy proved irresistible. Oh and the icing on the cake was that the car only cost me £380! No, that's not a typo, I haven't missed a digit

off the front of that price tag, it was listed as a project car and I guess it scared off a lot of people as the seller didn't even mention that it ran! A call to said seller revealed all and I even did a deal with him to deliver the car directly to my driveway.

When my new 190E arrived on the back of the garage's transporter I couldn't believe my eyes. There was a very straight and pretty tidy car sat there (admittedly on totally horrible alloys) with little to no rust and simply in need of a good clean. Buying unseen is never advised but having had a few 190s in the past and feeling reassured by the seller's honest description of the car over the phone, I took a chance. Once I got the insurance sorted out and the MoT booked it was shipped off to the local hand car wash and then onto the MoT station where it astonishingly passed first



Above: The silky smooth M103 six pot from the E Class found its way into the 190E in 1986 and transformed the compact class saloon into an Autobahn heavy hitter that could punch well above its weight. Mine runs like clockwork (as you'd expect from an 'eighties Merc) though it's safe to say there's plenty of room for detailing under here!

Top right: Before it was driven off the trailer onto my driveway this 190E hadn't turned a wheel in over six years. Though it had been dry stored, the spiders clearly took a liking to the airbox and cold air feed. **Above right:** The condition of this radiator sums up this car rather well. It's not pretty (at the moment) but mechanically it's spot on.

time, with only a couple of advisories (most of which I'd already spotted or the seller had told me about).

So a day after it was delivered on the back of a recovery truck, I found myself driving my new purchase on my usual 40-mile round trip to our Peterborough office. It didn't actually drive badly at all but these cars are so over-engineered that they can drive fairly well despite having a number of faults. The drive home was performed with a little more liberal use of the right foot and

this did start to reveal a few issues. The 190 has a 10-link rear suspension that was class leading when the car was launched and has been adopted by Mercedes-Benz in almost every model since. The only problem is that every one of these links has a bush at each end. So there are 20 bushes that can, and do, perish leading to some pretty unwelcome rear wheel articulation.

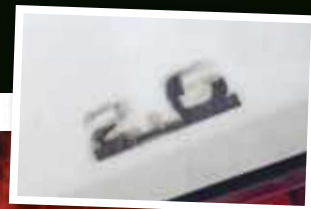
There are also drag links that transmit steering input from the steering box (that's right no rack-and-pinion here) to the wheels

and there are three of these with two ball joints each. So when these wear out they make the steering feel vague or make the wheel wander. It's not just 'the way they are' as forum 'experts' will often tell you. Lower balljoints are a known failure point, which in extreme cases can lead to suspension collapse. All of these items passed the MoT but it was clear on a spirited drive that things were pretty tired underneath.

Now the elephant in the room that I've avoided mentioning so far are those truly



Above: Since my 190E had been left abandoned for so long it was absolutely filthy and the grime that came off it in this initial wash was shocking. After this I still had to go over the door shuts, engine bay and arches with a pressure washer. **Top right:** Never leave bird crap on your car, this is why. After what must have been several years on the car's sunroof panel this particular mess had solidified as hard as concrete (no really!). I eventually shifted it with alcohol and a lot of patience. **Above right:** These headlight wipers are activated from the screen wiper stalk and amazingly still work. Though they're not currently making contact with the glass of the lights.



There are only a couple of minor areas of surface corrosion on my 190E which is great news. This one's most likely the result of a stone chip. The grille will have to come off to sort it out but that's a five minute job. The door shuts were disgusting on first inspection and needed a pressure wash to remove the grime and algae that had collected. The leading edge of the sunroof on the driver's side has this small bubbling patch of rust that will hopefully be a simple fix with the roof in place. The tilt function of the roof will give me better access. The badges have parted ways with the rest of the car but they were included in the boot, however we're warming to the idea of dropping a 3.0-litre motor into this 190E and leaving those behind us guessing! More surface rust this time around the base of the rear indicator lens. Though all of the original Mercedes-Benz instructional stickers are here it's filthy! The Germans do love an instructional sticker; there are loads on the 190E most of which are genuinely useful like the green one reminding you of correct tyre psi for normal and fully loaded driving conditions.

ugly CLK rims in these photos. They're so out of place on an 80s saloon that it hurt my eyes when I first saw them! They don't even fit well either as they rub when the suspension compresses fully. So for all of these reasons and more the wheels had to go. I found a couple of sets that seemed to fit the bill, one was a nice set of Keskin 9in dished rims but these turned out to be way too wide. So another online search was conducted and revealed some very promising BBS rims. They were listed as RAs but this was clearly

incorrect as there was a 3-4in dish to them. A quick search online on Google images showed that they were in fact the much rarer (and more expensive) Mahles.

The excitement of finding such wheels for sensible money was added to by the fact that they're 16in, which is an unusual size, and are obviously in Mercedes-Benz 5x112 pcd. A trip over to Wolverhampton on the first available Saturday to collect the wheels was a little disappointing as the condition of the wheels wasn't anywhere near described.

The seller had listed them all as straight and in 'above average condition'. Sadly on closer inspection one of the wheels had signs of a heavy impact on the inside edge and there were numerous other marks that weren't listed. A bit of haggling got the price down even further to cover these imperfections but I was worried that they might be beyond restoration. However, I didn't count on the skills of the engineers at Lepsons (www.lepsos.com), but that's a tale for next time... RC



Above: Just a day after having the car delivered to my driveway, and doing nothing but washing it and adding a little fuel, the car was up on the ramp at my local garage. Fully expecting it to fail and get a hit list of things to fix, imagine my amazement when I got the call to say it had passed! **Top Right:** One of a surprisingly small list of MoT advisories (and one I'd already spotted) was this hole in the boot floor. It really is the only area of significant rot on the car and it will just need a 4in patch welding in when I get a minute in the workshop. **Above Right:** They work pretty well on the CLK giving the late 90s model a muscle car feel, but on a car styled in 1982 they look abysmal. Don't worry the replacements have been found and they're stunning, more on these next time.



Saab Super Aeros and Toyo T1-Rs work perfectly alongside the car's GAZ GT adjustable shortened dampers in an effort to fill those wheel arches!

PROJECT SUPER SWEDE

Dan's classic Saab 900 gets treated new wheels and tyres!

Despite the fact that our classic 900 came shod in what is a popular factory twin-tone directional alloy design (wheels featuring the same grey centres and polished lips that can be seen on the limited edition 'Ruby' incarnation of the model), new rims sat high on my Saab-shaped shopping list, not least of all because I wanted to fit bigger brakes to the car in advance of the recent Retro Cars Euro Rally.

Reasoning that Saab 9000 Turbo anchors would provide more than adequate stopping power when navigating my around the hairpins of the Swiss mountain passes, it made sense to start looking for a set of the same model's celebrated 'Super Aero' dished three-spokes. That's a task that is easier said than done, primarily because classic 900 owners tend to snap up any available Super Aeros as soon as they are advertised for sale. Indeed, so many examples of 'the last proper Saab' are wearing these wheels that you'd be forgiven for thinking that they were a 900 factory fit!

It's easy to see why the chunky four-studs have proved to be so popular: instantly recognisable as a vintage Saab design (irrespective of whichever car happens to be wearing them!), the 16-inchers suit the classic 900 down to the ground. Literally.

DAN FURR CONTRIBUTOR

MILES RECENTLY: Loads

WHAT'S BROKEN: Tyre as flat as a pancake

ON THE ROAD: Rolls-Royce Silver Shadow II, Saab 900 S 16-valve turbo convertible, Saab 95 Aero HOT estate

ON THE GO: Two Vauxhall Cavalier Turbo 4x4s, 3.2-litre Irmischer MV6



Saab 9000 Turbo Super Aeros are a popular upgrade for owners of classic 900s who want to fit bigger wheels while retaining a factory fit and finish. No fuss, OEM+!



Dan noticed that his 900 had a flat just before the Toyos turned up. What are the chances?!



Trilock locking wheel nuts hold the Super Aeros firmly in place (while preventing the light-fingered from nicking 'em!)

After making enquiries at every Saab breaker, dealer and parts retailer that I could think of, a set of Super Aeros presented itself as available for purchase on the bay of E. Taken from a poorly 9000 Turbo that was being dismantled by its owner, the wheels were in good condition, although I was advised that they would require fresh rubber in order to make them ready for the road. I figured that I'd need to fit new tyres with a different profile to those worn by the 9000 anyway, and the wheels were winging their way to my workshop a few days later.

While it's true to say that any pre-loved rim would benefit from a refurb, I was pleased with the condition of the 6.5Js that landed on my doorstep. Besides, I didn't see the value in sending the wheels away to be restored, only for me risk ruining their immaculate finish when putting them through their paces on the challenging terrain of some of Europe's best-loved (but oft-rough) roads. Deciding to



A tower of Toyo's finest! T1-Rs have proved themselves to be a popular choice with fast-road and track car owners alike.



Out with the old, in with the new!

delay the work until a later date, I turned my attention towards the task of sourcing top-notch tyres capable of sticking the car to the asphalt no matter what driving environment that each stage of the Euro Rally would deliver.

In truth, there was only one tyre that I considered wrapping my new wheels in – the mighty Toyo Proxes T1-R. Designed for sports cars, powerful saloons and coupés alike, the T1-R meets the need for high-speed stability and excellent handling in both dry and wet weather conditions. Furthermore, its reduced-wear design keeps noise levels low and comfort levels high. I'd already equipped one of my Cavalier Turbo 4x4s in the very same rubber, and the confidence that I had when driving the Vauxhall on the road or when hammering it around a racing circuit meant that I had no qualms in treating the Saab to a tower of Toyo's finest.

In a bizarre case of coincidence, the Toyos were delivered to my house within an hour



195/50/16 Toyo Proxes T1-Rs are perfect tyres for a classic Saab 900 sitting on a set of Super Aeros.



The deep dish design of the 16in Super Aero is a fine choice for the classic 900.

of me noticing that one of the car's original black circles was as flat as a pancake! A trip to my local tyre fitter followed, and the Super Aeros were back home, balanced and shrouded in their tidy 195/50x16s a short while later.

The wheels were bolted into place with a set of manufacturer-approved Trilock locking wheel nuts, leaving me to begin the search for a set of brand new 9000 Turbo calipers. Not forgetting my recently acquired GAZ GT adjustable dampers and Powerflex bushes, this classic 900 is shaping up to be a seriously sorted Saab! *RC*

THANKS TO
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www.toyo.co.uk



With the interior sorted in last month's feature it was time to sort out the handling of this 4wd McRae. But before we get stuck into that extensive overhaul we had a windscreen which needed replacing due to the monster crack that it received from a passing truck flicking up some debris from the road.

We rang our Insurance Company and they duly arranged their approved windscreen repairer to come out to our HQ to sort the repair. Reg and chassis number were given and a screen was booked out for us, but on arrival the technician said the green tint colour was wrong and a new blue screen would be a few weeks away. So I put my £50 excess back in my pocket as this called for plan-b in the form of Bob at Motoglaze. We've used Bob and his skills for many projects as he's a local independent and ideal for removal of screens for cars that need painting. Bob sourced a blue screen and arrived the following morning, trims off, screen out, new one installed and he was done within the hour!

Driving a modern classic with a brand new screen made such a difference and I hadn't realised there were so many fine scratches detracting from my vision when driving, the view ahead at least, felt like a new car – result!

Wish that new car feel could be said for the suspension though, as 18 years of motoring and 133,000 miles had taken their toll on

PROJECT MCRAE – PART 5

The Impreza restoration/build continues with a whole load of bushes, and a replacement windscreen.

Words & Photos: Glenn Campbell



It's safe to say that Glenn raided the entire Whiteline parts catalogue for this little lot!



As with all things bush related it's vital to get as good access as possible, because you can be damn sure that the majority of the bushes won't give up their home (of 18 years) without a fight. Where possible it's always better to remove the component and work on a bench to press out the old, and refit the new, rather than swinging on a recalcitrant bush under the ramp. **Right:** Whiteline rear drop-links replace standard plastic items with much more suitable alloy items – It's almost a shame that you don't really get to see them!



In some cases you might get lucky (if you can call it lucky) and the old bush will be so knackered that it'll just fall out. If that's the case, simply clean the housing, lube up the new bush and press it in, job done!

number 69 and she rolled heavily around corners, and under braking the rear end felt very loose. Thankfully our technical partners Eibach, Whiteline and the skilful hands of Andrew our Senior Technician, we have this all in hand.

We didn't want to lower the Impreza as the vehicle had to look stock and fitting larger wheels with a wider tyre may have also worked, but again we wanted to retain the original look and the comfort of the larger sidewalls. So a decision was made to replace all the bushes on the underside with Polyurethane items and fit uprated anti-roll bars and a set of wheels spacers. These upgrades would keep the factory look but offer a massive upgrade to the old girl's handling.

Thankfully, the factory dampers had been replaced for new ones a year ago and were still in great condition so first up was the anti-roll bar kit.

The standard bars were very worn as were the bushes that they mount into and our bright red Eibach kit came with new bushes and very beefy 24mm rear and 23mm front as opposed to the skinny 18mm factory kit. Lateral roll will be massively improved by this relatively simple upgrade but the characteristic neutral handling will remain, albeit with flatter cornering. It's a great upgrade as no drilling is required, just simply unbolt the old one and refit the new kit - they complement the wheel spacers we fitted in part-2 and next stop were the bushes.



There's a whole lot going on under here, not least the Whiteline anti-lift kit (top left) beefy Eibach anti roll bars and spacers (top/bottom middle), and front lower control arm brace (bottom right). With that little lot fitted, and a whole load of polybushes the Impreza handles much more tightly and the improvement is immediately apparent.



Above left: The last job was to carry out a full Hunter Alignment to make sure everything was pointing the correct way **Above right:** After the insurance approved windscreen fitter brought the wrong screen, and claimed a replacement would be a few weeks away, Bob from Motoglaze came to the rescue the very next day. Good work Bob!

When you start a task such as this I would suggest you have a ramp handy and plenty of patience, or leave it to a professional, as it was quite a slog for Andy to work methodically through the whole underside of the Subaru. We were quite surprised to see such a huge selection of bushes laid out and when I said to Ryan at Whiteline "send the lot" we now know what the 'lot' means and these were going to take some time to fit. Thankfully our request to get all the bushes delivered in factory black instead the usual yellow was extra special touch and Ryan and Graeme did us proud.

The difficulty isn't fitting the new bushes rather the removal of old seized items that will need pressing out one-by-one, and after a day and a half of hard graft Andy was done. Every bush, from plastic drop-links (now upgraded to alloy) to camber and control arms were changed. Steering rack bushes were fettled, the diff cradle, gearbox mounts, and a Whiteline anti-lift kit were all fitted too.

We did spot massive play in the outer track control arms and the track rod ends were also shot, so without delay Andy was on the phone

ordering up new items. These simply couldn't be left in this state when the underside was getting an overhaul of this magnitude. So with the spacers fitted and the wheels put back on we're ready for a test drive yes? Nope, not yet, as nothing that has had suspension upgrades leaves our workshop without a full Hunter Alignment set up.

The last but final part of the jigsaw is wheel alignment, (not tracking as some of the high street chains would like to call it).

We start by entering the cars details into the system and getting a base reading, from then on Andy worked at the rear first to get the cambers set up and the thrust angle dead straight. Moving to the front end he worked with steady hands to adjust the front toe, cambers and making sure at all times that the steering wheel was perfectly straight (nothing worse than when it's even 5 degrees out!). After an hour of huffing and puffing with spanners and staring at the screen to double check each adjustment, he was done – time for a test drive then, ah thanks Andy I'll drive it then.

As soon as we left the Revolution HQ and headed out to our trusty road test route we could immediately notice the difference. The steering feedback was excellent and didn't pull under braking, cornering was so much flatter even small pot holes failed to bother the Subaru.

No rattles or worn bushed banging, zero nose diving under heavy braking meant the whole car now feels solid, planted and like a brand new car, but much more than that. When pushing on we were both smiling like Cheshire cats as this car really was gripping and turning better than expected with no understeer or oversteer present, just neutral driving even at pace.

As we headed back to Revolution HQ and with all this grip, our thoughts turn to the what if...what if we had just a little more power...oh dear, this restoration could get expensive! **RC**

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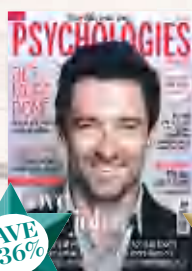


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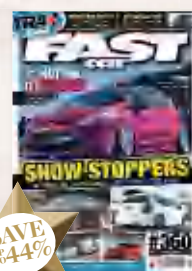
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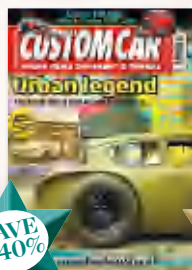
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626 heaven – or hell,
depending on what you think
of 626s!



Do cars get any more 90s
than this 626 saloon?

MAZDA MAYHEM

When I had heard through the grapevine about an awesome collection of old Mazdas appearing at a local breakers I had to find out more... Words & Photos: Scott Blythe

Unluckily the cars weren't actually in the scrapyards but were being stored in the yard next door as the owner had lost his previous storage for them.

I found a thread on an old Japanese car forum about the cars and managed to get in touch with the owner, he agreed to let me come along and take some photos and hinted that some of his collection might be up for grabs.

I had a look around all of his collection and really took a shine to an early 80's 323 saloon but unfortunately it wasn't for sale as it was a special edition that matched with a special edition 626 that he also had. The collection mainly consisted of 323s and 626s but there was also a 323 from a different manufacturer in amongst the Mazdas. The guy's collection didn't stop at Mazdas either,

he admitted to owning a couple of armoured Land Rovers as well as some other classics he was storing in another yard (which I had previously found and photographed but that's a story for another time...).

In the end I walked away empty handed but it wasn't a waste of time because I got to meet a nice chap and see a great collection of unusual cars! RC

Back in the day the 323 Turbo was a force to be reckoned with. This one still looks salvageable.



This curious 323 4x4 had non-body-coloured bumpers, and a big bonnet bulge.



It's a 323 brother from another mother



TWR special edition is ultra rare, and not the only one in the collection!



Scott took a real shine to the saloon, but sadly it wasn't for sale



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AC

AC COBRA REPLICA



£15,000 onvo. For sale or part exchange, E-Type Triumph roadster, or other's. Ring for details casfi either way. Reg number reads A1 SUMO. Surrey. 07881 571826 (SN)

ALL OTHER VEHICLES

ASQUITH SHETLAND VAN



1988, £4,750. Replica 1920s bakers delivery van, MoT to Sept 2015, built on Reliant Fox, 848cc, immobiliser, alloy wheels, roof bars, new cost over £16,000, in daily use, fantastic fun - great advertising medium, now for sale due to retirement. Hampshire. 01329 316078 (PB)

BMW



1970, £6,500. 3 penny bit tipper diesel lorry. MoT December 2015. Historic vehicle - no road tax. Engine 2400cc. Weight 3,500kg. Starts on the button. Very good running order. Shropshire. 07792 576340 (PB)

AUDI

QUATTRO



1989, £3,000. 5 speed manual coupe, silver. 21226cc. MoT 1 year. Full service history and all MoTs from new. T. bar, 5 cyl engine. Part ex classic motorbike. Land Rover 90, V5. Owned 2 years in my name. May add cash for low mileage Land Rover Defender, 1 or 2 owners, with history. 0208 534 1761 / 07863 262603 (RB)

AUSTIN

1300 COUNTRYMAN



1972, 45,888 miles, £2,800. Very rare, new clutch and new tyres all round. Engine is in very good condition. Very tidy car but requires some welding underneath. MoT April 2016. Lincolnshire. 07980 355726 (RB)

SPRITE



1971, £3,999. Restoration project needing completion. Already restored/replaced: bodywork, reconditioned engine, brake discs, wheels, carpets. Remaining restoration includes hand brake, suspension, electric's. History includes receipts and photographs of body restoration. MoT 07/05/2016. Worcestershire. 07906 465529 (SN)

BMW

320i TOURER

1995, £995. Manual, good driver, tidy for age, leather trim, £1,100 recently spent, bargain. Cambs. 07904 028763

628 CSI



1980, 56,492 miles, £Over £2,500. Stored in garage, resprayed 1990, some micro blistering but still looks good. New tyres, fuel pump, recon calipers, suspension and headlight parts, white, auto. Kent. 01474 705656

CADILLAC

FLEETWOOD SEDAN

1992, 71,000 miles, £3,995. White with matching leather. New MoT. With history. Smooth V8 motor. Economical. Part exchange classic WHY. West Midlands. 07950 398750 (PB)

CHEVROLET

C10 CHEVY SILVERADO PICKUP TRUCK



1977, £8750 Offers invited. Running a recently built 350 V8 with a turbo 350 auto trans. Bench seat, Autometer gauges, Hurst Proshifter 2 shifter, New Centreline wheels 10" & 8" nearly new tyres. All ready for the new owner to MOT and Register. Essex. 07735 606100 (JP)

STORM



1990, £1,950 onoi. Lhd, Chevy mechanically excellent, all new belts, new brakes, recon power steering, air con, bodywork needs a little tlc. Avon. 0117 904 1411

FORD

CORTINA 1600

1982, £1,500 onvo. Currently on SORN, MoT EXPIRED September, has had recon steering rack, brake calipers rear brake shoes and wheel cylinders, front tie-bar link anti-roll bar bushes, welding to O/S/F chassis rail O/S/R chassis rail, rear panel to boot floor, boot floor above fuel tank. 01306 884449

F100



1970, £9,800. 5.0 Ford V8 and 3 speed C4 auto. Power steering and brakes. MOT & Tax. UK spec lights. Stunning black paint. All good tyres, fresh brakes. West Midlands. 07968 755659 (JP)

MERCURY SABLE WAGON



1992, 22,000 miles, £2,200 Offers invited. Excellent condition inside and out, 3 Litre V6 engine with Auto transmission. Electric windows mirrors and seats and air conditioning all in full working order along with air suspension to the rear. Almost all previous MoT's to substantiate mileage. Ideal first American car or ideal large 8 seater family car, two seats in back, rear facing complete with seat belts. 2 sets of keys. Dorset. 07788 296 451 or 07974 372 333 (MC)

RANGER



1992, £3,950. 2.3 Litre pinto engine, rear wheel drive, 6ft bed, super economical 28mpg motorway. Ice cold fully working air con, variable speed wipers, bench seat with arm rest. MOT until April 30th 2016. London. 07475 454044 (JP)

JAGUAR

SOVEREIGN 4.0 AUTO XJ40



1994, £2,250. MoT May 2016. Lovely condition. SORN every winter. Garaged. Very well maintained. Body excellent. Alloys good. Wax oiled, bonnet, boot, wings. Same owner 2004. Cheshire. 01513 552905 (PB)

XJ 40 4.0 MAJESTIC

1993, 75,000 miles, £1,500. Black, automatic, well looked after. All original paintwork, no rust. Private reg. V.G.C. MoT April 2016. Selling due to lack of use. Herefordshire. 01432 278845 (RB)

XJ6



1996, 75,000 miles, £3,000. Turquoise, cream leather. Cherished my car for past 18 years. Excellent, drives as new. 3 keys, always kept in heated garage. XJS chrome wheels. Reluctant sale. Original condition. Tyne & Wear. 0191 340 0898 / 07443 986502 (RB)

XJS 3.6 COUPE



1988, 118,900 miles, £4,000 ono. Solent blue. Runs very well. Looks excellent. MoT till June 2016. New battery. Overall good condition. To discuss in detail please phone. Somerset. 01275 853668 (PB)

LANCIA

BETA COUPE 1979 1.3

£350 ono. Twin cam-for restoration. S.yorkshire. 01302 719464 (SN)

MERCEDES-BENZ

200 W124



1988, 102,000 miles, £1,495. Manual saloon. Willow green, dark green M. B. Tex interior (superb). One owner since 1989. FSH, slight paint issue to boot lid. MoT. Rare model. Bargain. Cheshire. 01516 390149 (RB)

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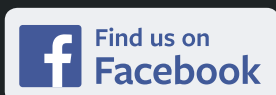
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Classic Car



Modern Car



Classic Bike



Multi-vehicle



Military



350 SL



1978, £11,950. Convertible, MoT VGC. Brown, Tan leather. 1 owner last ten years. Brentwood. 01277 374824 (SN)

MG

MG MIDGET MK3



1974, 94,000 miles, £3,750. Bronze respray. Full and half tonneaux. Head rests. New hood, engine rockers and shaft, battery etc. Noisy 1st gear. New MoT. Tax exempt. Cornwall. 01579 370158 (PB)

MINI

CLUBMAN



1979, £5,200. MoT 09/01/2016. 600 miles since complete restoration. Too much to list. Call for full details. Kent. 020 8306 3033 (PB)

MAYFAIR



1986, £3,450. White, black folding roof, MoT to November 10th 2016, recent restoration includes engine carbs, bushes, respray, looks and drives almost like new, to view and be impressed call. Herts. 01923 681596

MORGAN

SS TRIKE



21,000 miles, £POA. And +4 Centenary edition, fully rebuilt to award winning concours standard by Morgan 'Guru' Chris Booth (as on BBC TV). Ordered new by me with every possible extra. FSH. Both are Concours d' Elegance winners and sold as a pair for a special price or will split. Sussex. 01273 622722 / 07890 836734 (SN)

MORRIS

1000

1968, £950. 4 door saloon, historic vehicle no tax, green, white roof, starts and drives. Shropshire. 07792 576340

1000



1967, £5,000 ono. Excellent restored condition. Extensive work done to complete body restoration. Engine, brakes mod. Suspension, interior carpets, seats exc. New tyres, battery. Too many parts to list. History, documents list. West Midlands. 01215 593951 (RB)

MINI COOPER MK II



1968, £7,000 ono. Ideal winter project. Standing since 2001. Correct numbers. Heritage certificate. Herefordshire. 07702 933547 (RB)

MINOR

1962, £3,700. Black, 2 door, average condition, 12 months MoT. Cambridgeshire. 01733 370901 (SN)

MINOR



1968, £2,300. 4 door saloon, 6 months MoT, electronic ignition, use daily, very reliable, good condition. Lots of history. West Sussex. 07850 867393 (SN)

MINOR 1000



1967, £2,200 ono. MoT. 2-door. Starts, runs, drives. Everything works. Northumberland. 07722 373182 (RB)

MINOR



1971, £3,750. Ex police car restored 2013. Many new parts fitted, too many to list. Bills, photos, DVD to support. Comes with police box and magnetic signs for doors. Leicestershire. 01530 815622 (MU)

OXFORD M.O.



1953, £2,750 ono. Needs T.L.C. Grey. Solid base for a nice car. Very original. No MoT. Belts, tax, needed. Lincolnshire. 01205 870067 (RB)

NISSAN

SUNNY 1.4 LX

1994, £750. 5 door. One change of owner. Very sound and original. Power steering, electric roof, all working. Very reliable, excellent inside and out. Essex. 01702 556879 (RB)

PEUGEOT

205CJ



1991, £1,295 ono. Convertible. 1.4 petrol. Manual. Metallic blue. GTI seats. Alloys. Very tidy car. Been in dry storage for a couple of years, but was MoT'd in 2014. Might consider older classic in part ex. Cornwall. 01566 248213 (SN)

PONTIAC

V8

1975, £1,500 ono. 6 ltr engine with 400 turbo, 3 speed, auto gearbox, engine needs overhaul. Norfolk. 07708 616138

PORSCHE

944 COUPE

1984, 110,000 miles, £500. Complete car, Blue, MoT ran out 21/10/15 Good engine, needs new home for winter. Reg YJ18944. Essex. 01255 556589

RILEY

RMA CONVERTIBLE 1.5 LITRE

1951, £18,850 ono. This is a unique car that has been restored to a high standard with immaculate solid bodywork with beautiful paintwork in green/cream, the interior is in cream leather with carpets to match the interior. This car drives good and is a real eye catcher everywhere it goes, Tax/MoT free, low cost insurance a REAL SOUND INVESTMENT TO ENJOY. Inverness. 01528 544307 (SN)

ROVER

2200TC

1975, £Offers. Abandoned project due to other purchase. Base unit solid. Complete car. Engine and gear box currently out but available. Some new spares included. Please call for complete list. West Midlands. 07803 181871 (SN)

416 6SI

1991, £Offers. Last chance to save rare classic from scrap yard. Back over grey, grey leather, walnut trim, non-runner, camshaft? All electric's including sunroof. Original bill of sale, brochures etc. Bodywork okay. Angus. 01356 630308 (SN)

P6



1971, £5,950. Red with brand new Webasto roof. Auto. Drives really well. Very good condition. Paint very presentable but not perfect. Much money spent. Recent brake overhaul. Tax exempt. MoT till June 2017. May p/x. Johnathanknight@Family.co.uk. 01473 621766 (PB)

SDI VANDEN PLAS

1985, 76,000 miles, £500. Automatic, for spares or possible restoration project following unused and left outside for 10 years, Zircon blue with grey interior, seized engine, rusty sun roof & bonnet. London. 07811 404082

SUNBEAM

ALPINE COUPE

1970, £6,750. Midnight blue, blue interior. Restored 15 years ago using high quality fibreglass wings. Excellent condition. History and receipts. Very rare car. Durham. 01913 770027 (PB)

SUZUKI

VITARA J CROSS SPORTS

£Offers. P reg, petrol, 1590 cc, alloy wheels (worth approx £400), soft top & hard top, requires small amount of work for MoT, spares or repair. Somerset. 07971 222992

TALBOT

EXPRESS CAMPER VAN

1990, 61,000 miles, £3,995. Diesel. With long MoT. Very clean example inside and out. Little use forces reluctant sale. West Midlands. 07950 398750 (PB)

TAXI

LONDON TAXI TXI



1998, 516,259 miles, £1,500. TXI auto Maroon. Six seats plus ramps for wheel chair. Very clean pas am/fm steering MoT Sept 18 2016. Devon. 01803 698554 (SN)

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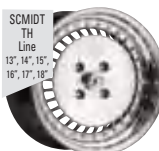
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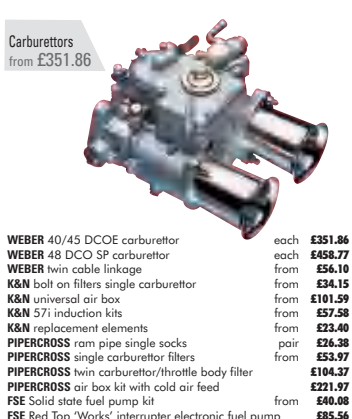
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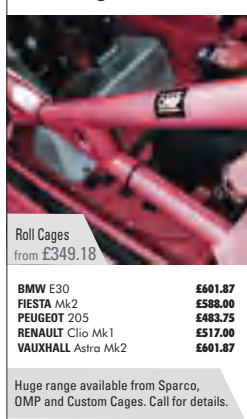


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TRIUMPH

TR7 DROPHEAD



1981, 87,540 miles, £4,395 Price includes shipping to the UK. Fantastic history file, currently SORN but sold with new MoT. Superb condition & value. (T)Full description at www.cathedral-classics.com. +49 5254 6408311 (MC)

TR8 CONVERTIBLE



1981, £7,600. Professional conversion by Real Steel. Stage three engine. Over 210 bhp. 6,300 miles on engine. MoTs. Lowered suspension. Koni adjustable shocks. Anti dive kit. New rack, brakes, discs. Hold on to your hat. Buckinghamshire. 01908 372199 (PB)

VAUXHALL

CAVALIER 1.8LS

1994, 75,000 miles, £995. Hatchback, last owner 19 years, always garaged, very very good throughout, full MoT. Cambs. 07904 028763

VOLKSWAGEN

BEETLE



1973, £4,950 ono. 1600 cc, twin Kadron Carburettors, new German twin pipe exhaust system quieter. Re tuned, new distributor cap, plugs points serviced. Complete history MoT till May 2016. Drives beautifully, good condition, reluctant sale. Highgate. 020 8245 1542 (SN)

CAMPER VAN

1972, £5,000. All welding done, needs finishing, on Sorn, lots of spares. Kent. 07956 697939

PARTS FOR SALE

BMW ISETTA

1960s, £250. Chassis, in good condition. Lancashire. 01613 556649 (RB)

FORD SIERRA

1985, £30. Air cleaner assembly, part number 6156615, for fully closed crankcase vent on Pinto ohc engine, new old stock. Avon. 07855 376107

HILLMAN IMP

1970, £15 to £40. Chrome bumpers from good condition to need rechroming. 2 engine block + heads etc £100 ono. 2 newish Solex BTE SGD £50 ono. Suffolk. 01440 760966

JAGUAR E TYPE SERIES 3

1973, £120 ono. 3 wire wheels, fair condition. Warwickshire. 07711 110040

JAGUAR E TYPE SERIES 3

1973, £50. Four wire wheel spinners, non eared and removal tool. Warwickshire. 07711 110040 (RB)

LUCAS LR6



£85 ovno. Ideal Christmas present for Grandads classic car. 2 Lucas long range LR6 lamps. Both in lovely working order and condition. Includes postage and packing. Gwent. 07706 389672 (PB)

MBG GT SPARES

1971, £POA. From engine bay and interior. Tow bar, complete front bumper. All good condition. Ring for individual prices or job lot price. Cornwall. 01726 63414 (PB)

MORRIS MINOR PARTS

£POA. Various chrome items, Hub caps, handles, mirrors Etc. Call for details. Newcastle. 07843 015586 (SN)

PAIR OF HIGH BACK FRONT SEATS



1995, £40. With runners. Suitable for kit cars or easily converted for Triumph cars. Grey fabric. Berkshire. 01628 674783 (RB)

ROVER V8 CYLINDER HEAD

£100. Good condition. Leicestershire. 01530 230013 (SN)

SPIRIT MKIV HARDTOP



1972, £50 ono. Genuine steel version with opening 3/4 windows! Needs work/tyding but repairable. Fitting bolts at extra cost. Buyer collects. Norfolk. 07710 225087

TRIUMPH SPIRIT

1970, £150. The remains of a 1500 Spitfire. No engine/gearbox, V5, little interior or body left but enough bits to warrant £150. Come collect. Ring Dave. North Yorkshire. 01677 470597 (RB)

TRIUMPH STAG MK II

1976, £95. Set of good chrome overriders. New rear no. plate panel, £170. New battery panel, £10. Good boot lid, £270. Bonnet, £120. New Lucas light lens. Good seats. State colour. Please no texts. Buckinghamshire. 07580 862589 (RB)

WOLSEY 1500

1964, £POA. Breaking for spares, please call for details. Mid Wales. 01597 851539 (SN)

PARTS WANTED

JAGUAR E TYPE SERIES 3

1973, Wanted. Seat reclining mechanism for LHD, driver's side. Warwickshire. 07711 110040 (RB)

TRIUMPH ACCLAIM

1982, Wanted. Front or rear bumper in good condition. Northants. 07922 173238 (PB)

TRIUMPH STAG

1972, Wanted. Fibreglass hard top. Lancs. 01253 812245

CARAVANS & MOTORHOMES

BUCCANEER CARAVAN



1980, £2,700. Pink bunks, grey blinds with pink trim display cabinets. Cut glass mirrors, cooker, fridge, gas fire blow heating. Good condition. Will part ex for vehicle or small caravan. Suffolk. 07799 223166 (PB)

CARAVAN

2002, £1,750 ono. 2002. Freedom, Microlite, Discovery, L.E. 2 berth. Length 9ft 3in. Pop up roof, cassette toilet, cooker, fridge, hot water heater, awning, sun canopy. All in excellent condition with lots of extras. Easily towed with classic car. Renfrewshire. 01505 324503 (RB)

CF CAMPER

1983, £800. CF 250 chassis camper, auto, sleeper, high roof, ideal restoration project, no MoT, 2279cc, 4 speed, petrol. Herts. 07860 423139

CITROEN ROMAHOME



1989, 98,000 miles, £2,950. MoT March 2016, no advisories, two new batteries, 12 volt TV/DVD, two bike rack, Fiamma awning, 1.8 XVD diesel, toilet Porta Potti, 12 volt cooler fridge, family motorhome so not needed. Suffolk. 01473 823633

ELDDIS WISP 300-2 WANTED

£POA. Rare vintage caravan, will pay £1,000 for good condition or up to £2,000 if mint. Kent. 07531 716738

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1980, £1,250. 2+2 sports built using all mechanical engine from the 1980's MK2 Ford Fiesta. Engine XR2 CVH 95bhp rust proof, stainless steel, exhaust, hard and soft top requires a little TLC. 01792 895396 (SN)

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AMERICAN VINTAGE BENTLEY



£45 post free. 25 Year North Meet car badge. Size 3 inch dia. Enamel finish. Surrey. 020 8399 7541 (PB)

ANTIQUE WOOD LATHE



Early 1900's, £85. With tools and chisel. Will mount to bench top or mobile. Belt drive, very rare. Wood pulleys. Cast iron bases. E. Devon. 01404 46570 (SN)

BADGES



1950's- 1960's, £30 each inc P&P. 2 commercial original AA weave back badges MNF years. Grill & bad bar fixing. Bucks. 07716 607984 (SN)

BETACOM RED FERRARI TESTAROSSA TELEPHONE CP6



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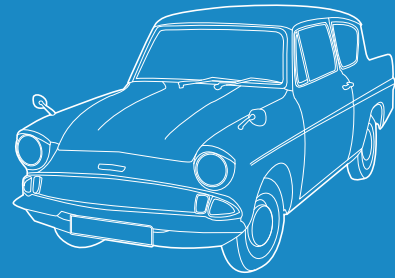
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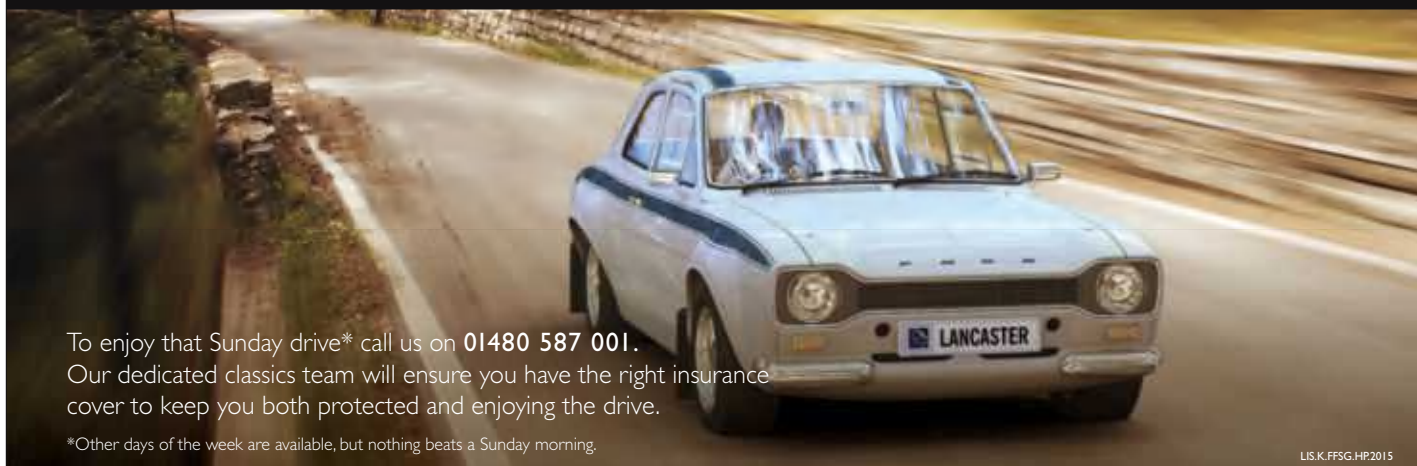
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MANTA GT/E

I love your magazine, but it has too few classic Opels in it! So here is one for you! Originally an '83 Opel Manta Berlinetta, but I've turned into the vision I had in my head for a perfect Manta. In short, a six month project, loads of welding, painting and hunting for parts (and paying too much for many of them!). It's got a full Recaro interior, 2.4 litre CIH with Motronic and a cut down inline six intake manifold, Getrag 240 five speed gearbox, Manta GT/E LSD, Koni Sport shocks and Spax lowering

springs, polished ATS Cups with 205/50x15 rubber. I'm very satisfied with the car, but there's always some finishing touches and upgrades to be done. Next up, bigger front brakes and a full interior upholstery.

Mikko Kukkonen

We're loving your Manta Mikko, and your love of Opels hasn't fallen on deaf ears, we've got a few brilliant examples coming up over the next couple of months. Ed



ESCORT 1600 SPORT

Here's my 1979 Mk2 Escort 1600 Sport, which I've owned for 23 years. The interior is completely standard, but the engine is the original but now develops 105 bhp.

Jamie Hickman

Short and sweet there Jamie – but we guess the car does all the talking. Looks like it's a keeper! Ed

TRIUMPH DOLOMITE

Not sure if you would be interested in putting my Dolly in? I'm a 39 year-old girl racer who has loved cars since I before I can remember. I probably got it from my dad who has had, and still has, a couple of classic retros. I've had a Mk1, Mk3, Mk5 Escorts, a Mk3 Golf, Sierra XR4x4 and I love track days and recently hill climb schools, but the best car so far is this one, it's great fun!

Claire Watkins

We certainly are interested in your Dolomite. It looks fantastic. It's also refreshing to see it being used in anger – a hillclimb seems like the perfect place for it! Ed



AUDI 90 2.2

I'm Roy, I'm 19 years old and I live in Belgium. I love classic cars – I had an Audi 90 B3 and Audi 80 B4 1.9TDi before this one, but I was looking for something more fun. So I bought this Audi 90 2.2 a year ago. It wasn't in good condition we did a little restoration and now it is back in good condition! The first owner was a local doctor. After the

restoration it was time for lowering and another set of wheels. I bought Ronal Turbo's for the retro look, hope you like it.

Roy Renders

Yup, we definitely like it Roy, we've got a soft spot for 5-pot Audis, especially ones in as good condition as yours. Ed

NEXT ISSUE:

WHAT DOES A SERIAL BMW OWNER DO
IN HIS SPARE TIME? YUP, HE FITS AN
M52 2.8 INTO HIS IMMACULATE E21!



Plus... We've also got a great selection of automotive goodness coming up including a V8 SD1 brute, a nutty VTEC propelled Metro, ultra cool old-school Opel Rekord and much, much more...

FEBRUARY ISSUE ON SALE DECEMBER 18TH

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